

FEDERAL BUREAU OF INVESTIGATION
FOI/PA
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ADMINISTRATIVE

"D.B. COOPER"

Although this name has been adopted by the press as the alias of the hijacker, there is no basis in fact, for this alias. As a possible explanation for its existence, the following sequence of events is offered:

While the hijacking was in progress on the evening of 11/24/71, it was established that a DAN COOPER had boarded the flight at Portland, but was not among the passengers who deplaned at Seattle.

As a result, the name "DAN COOPER" was checked through the Bureau indices, which revealed an Identification Record for a [redacted], FBI Number [redacted] born in [redacted] Washington, with an arrest on [redacted] in [redacted] for [redacted] b6 b7C

In checking on suspect [redacted] that evening, the Portland Division advised that he definitely had been eliminated. A police officer of The Dalles, Oregon Police Department, visited him in The Dalles, and definitely identified him as the above [redacted], and the fact was noted that he could not have been on the plane since he was at The Dalles.

There was no FBI release to the press concerning the above suspect, but the press coverage in Oregon, and in the State of Washington was so intense, it may have become known to the press, that the above [redacted] was contacted by a police officer b6 b7C

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As of 2/4/72, some 325 suspects had been placed under investigation. As of that same date, 220 had been eliminated either through showing of photographs to witnesses, or definitely establishing their whereabouts at work or elsewhere, so as to conclusively eliminate them as suspects.

Leads on suspects are set out by teletype or airtel depending on whether or not photographs are being transmitted.

The lists of ransom money have been widely distributed by the Seattle, Portland, Sacramento and Las Vegas Divisions to banks, law enforcement agencies, hotels, motels, liquor stores, newspapers, radio and television stations.

On the theory that the subject might not have survived his leap from the plane, law enforcement agencies in the Seattle, Portland, Sacramento and Las Vegas Divisions have been or are being contacted to determine if there is any person reported missing who could fit the description of the hijacker. Developments thus far have been negative.

Leads concerning suspects will not be set forth in this report as they are being handled by interoffice communications as previously mentioned.

PORTLAND DIVISION

At Portland, Oregon

Will continue its investigation to trace back, if possible, the origin of the black tie and tie tack found on the plane and believed to possibly have been the property of the unsub.

When Portland's investigation is concluded concerning the tie, the tie should be forwarded to Seattle for similar investigation in the State of Washington.

SACRAMENTO DIVISION

Will maintain contact with Beale Air Force Base concerning the flight of the Air Force SR-71 and advise the results of the flight and when the pictures might be available.

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SEATTLE DIVISION

At Seattle, Washington

Will prepare a comprehensive search plan for the newly defined drop area in southwestern Washington and, after approval has been received, will conduct a ground search, depending upon weather conditions and the results of the over-flight by the SR-71.

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

Copy to: 1 - USA, Seattle

Report of: SA CHARLES E. FARRELL
Date: February 16, 1972

Office: Seattle, Washington

Field Office File #: 164-81

Bureau File #: 164-2111

Title: UNKNOWN SUBJECT, aka Dan Cooper,
NORTHWEST AIRLINES FLIGHT #305,
PORTLAND, OREGON TO SEATTLE, WASHINGTON,
11/24/71

Character: CRIME ABOARD AIRCRAFT - HIJACKING; EXTORTION

Synopsis: On 11/24/71, as Northwest Airlines (NWA) Flight #305 was taxiing to the runway, at Portland International Airport, a white, male passenger handed a note to Stewardess [redacted] advising, "Miss I have a bomb here and would like you to sit by me." The cockpit was advised of the hijacking and in contact with NWA officials, it was agreed by the pilot and NWA, that no intervention by law enforcement was desired. The hijacker then demanded \$200,000 and four parachutes, which were to be ready at Seattle-Tacoma International Airport (Sea-Tac) by 5:00 PM that date. After circling Sea-Tac for a period of time, plane landed at Seattle, at 5:46 PM and refueling was begun. Stewardess [redacted] acted as liaison in communicating hijacker's desires to the crew and also in bringing the money and parachutes on board. After the \$200,000 was obtained by [redacted] and given to the hijacker, he allowed passengers to leave but not the crew. After the four parachutes, maps, food and radio were on board, he permitted the other two stewardesses to depart the plane. Hijacker instructed that they were going to Mexico City, but he finally agreed that the plane should go to Reno, Nevada, with flaps down, landing gear down and at under 10,000 feet altitude. Plane departed Sea-Tac at 7:46 PM and shortly after being airborne, he sent [redacted] to First Class Section and shortly thereafter the airstairs were lowered as signaled by a light in the cockpit. Last communication from the hijacker was 8:05 PM, while the plane was flying on Vector 23, which is a southern heading between Seattle and Portland. At 8:11 PM, an "oscillation" or "pressure bump" of a serious nature was noted by the crew and they speculated, later confirmed by actual experiment on 1/6/72, that the pressure bump was probably caused by the hijacker leaving the aircraft. Search of the airplane on

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DB Cooper-295

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arrival at Reno, reflected no fingerprints of known value. A black tie and tie tack was found which possibly belonged to the hijacker. The hijacker very carefully demanded that each and every note either written by him or dictated to the stewardesses, be returned to him and he also had a used match cover returned to him. Extensive search of the probable drop area in southwestern Washington negative. Numerous suspects investigation, but with negative results.

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THE HIJACK

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At approximately 3:22 PM, 11/24/71, [redacted] Northwest Airlines (NWA), Seattle-Tacoma International Airport (Sea-Tac), telephonically advised the Assistant Special Agent in Charge of the Seattle Division, FBI, that a man on board NWA Flight #305, at that time airborne and inbound from Portland, Oregon, had passed word to the pilot that the passenger had a bomb in his briefcase and demanded \$200,000 and parachutes. He instructed that the money and parachutes be ready at Sea-Tac by 5:00 PM that date; that no one was to meet or approach the aircraft and that he would advise later what his flight plans were.

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NWA Flight #305, a Boeing 727 Tri-Jet, plane designation N467US, originated at Washington, D.C., leaving there at 8:30 AM, 11/24/71. The plane made stops at Minneapolis, Minnesota; Great Falls, Montana; Missoula, Montana; Spokane, Washington, and Portland, Oregon. The schedule for the flight called for a departure from Portland, at 2:45 PM, with the plane arriving in Seattle, the termination of the flight at 3:21 PM, PST.

The plane did make the scheduled stops at the above cities and departed from Portland at 2:53 PM, with 36 passengers, including, according to the manifest, "DAN COOPER." There was a crew of six:

WILLIAM A. SCOTT, Pilot;
[redacted] Second Officer;
[redacted] Third Officer;
[redacted] Stewardess;
[redacted] Stewardess;
[redacted] Stewardess.

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Due to construction at the Portland International Airport, the plane was loaded by way of the air stairs at the rear of the plane, instead of the front door. The second to last person to board, according to Stewardess [redacted] was a man who occupied seat 18-E and who later hijacked the airplane.

DB Cooper-300

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[] was responsible for the Tourist Section on the flight and, while the plane was still parked at the terminal area, she served refreshments to the Tourist Section.

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The hijacker, in seat 18-E, was the first person served and asked for Bourbon and 7-Up, and he paid for it with a \$20 bill. After serving the rest of the passengers in the Tourist Section, she gave the routine Oxygen Mask Usage and Escape Route demonstration. The take-off announcement was then given and she sat in the stewardess seat located in the rear of the plane, behind row 18, occupied by the hijacker.

The Boeing 727 has three seats on each side of the aisle. Row 18 is the last one on both the right and left side of the aisle. The seats are identified from left to right as you face the front of the aircraft with A, B, C on the left side of the aisle and D (aisle seat), E (center seat) and F (window seat) on the right side.

Almost flush against the back of row 18, except for some eight inches near the aisle, is a bulkhead which forms the wall for the lavatories, located behind row 18; one on the right and one on the left. Beyond the lavatory doors is the door leading to the air stairs.

The door to the air stairs is always closed and locked, except when loading or unloading passengers. It is located straight away at the end of the aisle beyond row 18 and is perhaps some 3½ feet from the last row and is in easy reach for someone sitting in row 18.

Built into the lower portion of the door to the air stairs, is the stewardess seat which is pulled down when in use, so that a person sitting in that seat looks straight down the aisle toward the front of the aircraft. On take-off, this seat was occupied by Stewardess []

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[] advised that after she had been seated about 30 seconds and as the plane started taxiing toward the runway, the man occupying seat 18-E turned around and handed her an envelope. She did not open it at once, but after he glanced at her several times, she opened the envelope and removed a note, neatly written with a felt tip pen which stated as follows:

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"Miss - I have a bomb here and I
would like you to sit by me."

[] after a few words with the hijacker, got up from her seat, dropping the note as she did so, and sat in seat 18-D next to the hijacker.

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At this time [] came to the rear of the aircraft and having seen the note fall to the floor, she then picked it up and read the above message concerning the hijack.

The plane lifted off the runway at 2:58 PM and as it did so, [] used the interphone to advise the pilot that the plane was being hijacked. After advising the pilot of the situation, [] replaced the phone and observed that [] who was still seated next to the hijacker, was writing the following message on a piece of paper.

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"I want \$200,000 by 5:00 PM in cash.

Put it in a knapsack. I want two

back parachutes and two front

parachutes. When we land, I want

a fuel truck ready to refuel.

No funny stuff, or I'll do the

job."

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After [] finished writing the note dictated to her by the hijacker, she got up from seat 18-D, and stepped to the rear of the aircraft and from [] who was then on the interphone, obtained the note and envelope originally given to [] by the hijacker.

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[] then took the hijacker's envelope and note, as well as the one she had written as dictated by him, and went forward to the cockpit to give them to the pilot. She was doing this while the plane was still taking off.

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At this point [] who had been on the interphone, came up and sat in seat 18-D (aisle) next to the hijacker in 18-E.

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After [] delivered the notes to the cockpit, she remained there at the instruction of the captain; however, after she had been seated in the cockpit for a few minutes, Stewardess [] advised by the interphone that the hijacker wanted both the note he had written and the one [] had written for him, to be returned to him. [] then took both notes back to the hijacker.

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Both [] and [] were shown the contents of the briefcase which the hijacker was holding on his lap, which he said contained a bomb. The contents of the briefcase were described as a device with eight red cylinders and a wire running from the cylinders toward a large 6"x8"x2" battery. The wire had a red plastic coating, except for the last inch, which was bare, and which the man held by his fingers. He told them it was an electrical device. He said the aircraft radio should be used as little as possible.

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According to [] Third Officer, the crew immediately contacted NWA via the company radio and did not alert the passengers nor did they press the Emergency Transponder Code Button, signaling a hijacking to the Control Towers, due to the hijacker's insistence of "no funny stuff."

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The pilot and NWA officials, after being apprised of the hijacking, were positive in their statements that they wanted no one else to go near the plane after its arrival at Sea-Tac, and wanted no interference in the refueling operation, or delivery of the money and parachutes.

The crew of the plane subsequently requested Seattle Approach Control for holding instructions in order that they could remain airborne long enough for NWA people at Sea-Tac to get the \$200,000 and the four parachutes.

The passengers had been told that they were burning off excess fuel and had some mechanical difficulty.

During the approximate one hour and 15 minutes during which the plane circled over Sea-Tac, NWA representatives succeeded in obtaining \$200,000 in used 20 dollar bills as well as two back parachutes and two chest parachutes.

During the flight from Portland to Seattle, [] [] asked the hijacker why he picked on NWA. The hijacker replied,

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"Its not because I have a grudge against your airline, its just because I have a grudge."

He then added that the flight suited his time, place and plans.

The money was obtained from the Seattle-First National Bank and delivered to NWA facilities at the airport by bank employees in an unmarked Seattle Police Department vehicle. The money was handed over to [] [] NWA.

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The two parachutes were obtained from [] [] Renton, Washington, and taken to NWA facilities by taxi.

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DB Cooper-304

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The two chest parachutes were obtained from [redacted] at Issaquah, Washington. They were delivered to NWA facilities by Washington State Patrol, but because of heavy commuter traffic, their delivery was slowed.

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The plane landed at Sea-Tac at 5:46 PM and was parked on an unlighted runway, away from the terminal and other traffic. The fuel trucks immediately began to refuel the plane and [redacted] and Seattle Police Department [redacted] [redacted] who had brought the money from the airport, approached the plane in the previously mentioned unmarked Seattle Police Department vehicle.

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The flight stairs were positioned at the front door of the aircraft and [redacted] left the airplane and approached the car occupied by [redacted] where she picked up the money, parachutes, food, maps and radio for cockpit communication.

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Just before [redacted] left the airplane for the first time, the hijacker got up from his seat with the attache case in his hands and went to one of the two lavatories just behind row 18.

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All communications between the hijacker and the cockpit were through [redacted] by use of the interphone or by the notes delivered to the cockpit by [redacted]. The flight crew at no time talked to or saw the hijacker.

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The briefcase was described by the three stewardesses as being a dark brown or black inexpensive, imitation leather attache case or briefcase. Stewardess [redacted] said the briefcase measured about 12"x18".

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[redacted] passenger, observed the hijacker as he left the rest room and she said he was carrying the briefcase on its side in both arms and observed a package on top of the briefcase, which was approximately 4" deep and about 2" shorter than the width of the attache case. [redacted] further described the package as light in color, possibly very light yellow with a light pink tinge.

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[] described the package merely as a small green package.

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When [] returned to the airplane, she brought the money in a white canvas bag and placed it on the seat, (18-D), next to the hijacker who immediately examined it and told her the passengers could leave.

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All of the passengers at that point did deplane but the cockpit crew and the three stewardesses remained on board, per instructions of the hijacker.

[] then left the airplane for a second time and brought back one back parachute. At this time the hijacker told her to lower all the window shades in his section of the aircraft.

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[] then left the airplane again and returned with the two chest parachutes and made an additional trip to bring in the other back parachutes. She also gave the hijacker a sheet of instructions on how to use the parachutes, but he told her he did not need it.

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[] advised that when she returned with the second back parachute, the hijacker was cutting open one of the chest parachutes with a pocketknife and cut some of the nylon cords. He then took the nylon cord, wrapped it around the neck of the money bag numerous times and then wrapped it a few times from top to bottom. With the same piece of nylon, he then made a loop-like handle at the top.

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By this time, only the money and parachutes had been brought on board. [] then asked the hijacker if she should go out and get the maps, food and radio, to which he replied in the affirmative. She then went out and brought back the above items. It is noted that all of the crew was still on board at that time.

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At some time after the passengers had deplaned and before the stewardesses left, the hijacker was observed strapping on one of the back packs.

Up to this time the hijacker had given no indication of their ultimate destination, but after the passengers had left the plane and the money and parachutes brought on, he told [] when she asked what their future destination would be, not to worry; that the plane was not going to Havana, but it would go to a

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DB Cooper-306

SE 164-81

"pleasant place." [] said she then obtained a pay sheet and took down the following instructions from the hijacker:

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"We're going to Mexico City - or any place in Mexico - nonstop - gear down - flaps down - you can trim the flaps to 15, you can stop anywhere in Mexico to refuel but nowhere in the United States. The aft door must be open and the stairs down. The altitude under 10,000 feet, they know they can't go over that. Cabin lights out and everyone is to be forward of the First Class Curtain."

When it was explained to the hijacker that the plane could not take off with the air stairs down, he supposedly said in a low tone,

"Yes they can, but the cockpit can put it down after they get airborne."

These instructions were then given to the pilot. The above note written by [] was then returned to the hijacker.

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The stewardesses, [] and [] were then allowed to leave the plane.

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The hijacker became upset because of the long delay on the ground and she told him it would be a few minutes longer while they filed a flight plan, to which he said,

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"Never mind. They can do that over the radio once they get up. Let's get the show on the road."

[] said that just before the engines were started, she opened the aft door and locked it open and as the plane was taxiing toward the runway, she told the hijacker that they had oxygen and he said,

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"Yes, I know where it is and if I need it, I will get it."

She asked him to cut some of the parachute cord to use as a safety line when she opened the air stairs but the hijacker said,

"Never mind," that he would do it. She showed him where the controls for the air stairs were and how to operate them and thought later, that this was the only function of the aircraft which he did not seem to be fully aware of. As a matter of fact, she noted that his conduct during the flight indicated to her that he had an extensive technical knowledge of that particular type aircraft and perhaps aircraft and flying in general.

[] then returned to seat 18-C; the hijacker to 18-E; the money being on 18-D and the bomb on 18-F.

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Approximately four minutes after take-off, the hijacker stood up and told her to go to the cockpit; to close the First Class Curtains and have no one come out from behind the curtains. The lights were out in the rear compartment. She went forward into the First Class Section and as she pulled the curtains, she turned and saw the hijacker for the last time and noticed that he had a nylon cord tied around his waist and standing in the aisle. As

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she faced him, she pleaded with him to take the bomb with him and he said he would take it with him or disarm it before he left.

While waiting on the ground at Sea-Tac for the parachutes, the hijacker became annoyed and [redacted] told him the parachutes were coming from McChord. The hijacker then said, "McChord is only 20 minutes from Tacoma; it doesn't take that long." [redacted] also noted that while they were in the holding pattern over Sea-Tac, the hijacker looked out the window and observed:

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"We're over Tacoma now!"

[redacted] said there had been no announcement by anyone as to where they were.

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The plane departed Sea-Tac at 7:36 PM. Some four or five minutes after take-off, [redacted] was sent to the cockpit by the hijacker. Some 10 minutes after she entered the cockpit, one of the officers received a call on the interphone from the hijacker, advising he could not get the air stairs down. The pilot then leveled off the aircraft and reduced the air speed. Within a very short time, the officer's panel showed that the stairs had been lowered and approximately five minutes later, (8:05 PM), the officer contacted the hijacker who said everything was okay. That was the last communication with the hijacker.

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At 8:11 PM, while the plane was at 10,000 feet, the crew experienced a pressure bump or oscillation and the Cabin Pressure Rate of Change Gauge also reacted violently and it was thought, at that time, that the hijacker might have left the aircraft.

When the plane landed at Reno, at 11:01 PM, PST, it was parked away from the terminal. After receiving no answer through their attempts to communicate with the hijacker, they went into the cabin, flipped on the lights but saw no one.

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They then conducted a quick search in the aft section of the aircraft for the bomb, but found nothing. [redacted] looked in the lavatories; checked the oxygen busses and crawled up the aisle looking under the seats. Nothing was found.

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[redacted] recalls that on landing at Reno, she observed two parachutes. One had been cut open but the other was intact. Both were on the left side of the aircraft, one in row 17 and one in row 18. The parachute that was opened was orange-pink in color.

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After take-off from Seattle, the hijacked plane was switched to automatic pilot. From a point shortly south of Seattle-Tacoma International Airport until its landing at Reno, the hijacked plane was escorted by military aircraft. Jet fighters from McChord Air Force Base took up the escort on the plane's take-off but their speed was so fast, that they could not adequately surveill the hijacked aircraft which was flying at some 170 knots. In the vicinity of Redding, California, the surveillance was taken over by an Air Force C-130 which was better able to keep the hijacked airplane in range.

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 11/26/71

[redacted] was interviewed by Special Agent LOUIS M. HARRIS, JR. on November 24, 1971 at Seattle - Tacoma Airport. [redacted] identified himself as [redacted] Northwest Airlines, Sea-Tac, Seattle, Washington. He can be reached at telephone number [redacted]

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On November 24, 1971, [redacted] advised that he received information sometime after 3:00 p.m. that a Northwest Airlines flight from Portland enroute to Seattle - Tacoma Airport was being hijacked. He was further advised that the hijacker wanted \$200,000.00 in cash and four parachutes in exchange for releasing the passengers on this flight. [redacted] stated this money was obtained and sometime after 6:00 p.m. he and a Seattle Police Department detective proceeded toward the hijacked aircraft parked at the end of the runway at Sea-Tac in an unmarked Seattle Police Department vehicle and parked at "10 o'clock to the cockpit." [redacted] was in two-way radio contact with the aircraft's captain at this time. The air stairs were placed in position at the aircraft's front door and almost simultaneously a fuel truck began refueling the aircraft.

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Immediately thereafter, one stewardess described as being blond, 5'6" and possibly named [redacted] came down the steps and approached [redacted] gave [redacted] the satchel full of money and she returned into the plane. [redacted] only remark to [redacted] was [redacted] After [redacted] reboarded the plane the passengers began deplaning. After the passengers were off [redacted] made several trips from the plane to the vehicle bearing [redacted] where she obtained four parachutes from [redacted] and carried them inside the plane. In the meantime several fueling trucks had attempted to refuel the aircraft without success. However, the third truck secured a successful hookup and almost completed the fueling job. During the fueling, two of the three stewardesses on board this flight were allowed to depart the aircraft, however, [redacted] stayed aboard. During this entire time [redacted] stated that the lights in the aft section of the plane remained out. [redacted] stated that he did not hear the hijacker giving instructions nor any other identifiable noises from within the aircraft.

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Interviewed on 11/24/71 at Seattle, Washington File # SE 164-81

by SA LOUIS M. HARRIS, JR./jlb Date dictated 11/26/71

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LMH:jlb

After the fueling was completed the air stairs were removed and [] with the detective, returned to the terminal.

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[] stated that all other information he has regarding the hijacking was received by him from other Northwest Airlines personnel and was not personally observed, except for the set of facts related herein.

FEDERAL BUREAU OF INVESTIGATION

1Date November 26, 1971

[redacted] was interviewed by Special Agent LOUIS M. HARRIS, JR. on November 24, 1971 at Seattle - Tacoma Airport. [redacted] advised that he resides at [redacted] Seattle, telephone [redacted] is employed by Northwest Airlines [redacted]

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Concerning the hijacking of the Northwest Airlines plane on November 24, 1971, [redacted] advised that [redacted] plane which was parked at the end of a runway away from the terminal on [redacted] merely [redacted] at the airplane with another Northwest employee. Shortly thereafter, [redacted] to the aircraft [redacted] which took approximately 20 minutes.

During the [redacted] was near the aircraft he did not observe anyone in the plane other than the flight crew and did not hear any voices other than that of the pilot. [redacted] observed that all doors to the aircraft were closed and that the rear interior section of the plane was dark.

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[redacted] could provide no further information regarding this matter.

On 11/24/71 at Seattle, Washington File # Seattle 164-81

by SA LOUIS M. HARRIS, JR./jlb Date dictated 11/26/71

INTERVIEWS WITH WITNESSES

A. CREW

1. Stewardesses

[Redacted]

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2. Second Officer

[Redacted]

3. Third Officer

[Redacted]

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4. Pilot

WILLIAM A. SCOTT

B. NORTHWEST AIRLINES EMPLOYEES AT PORTLAND

[Redacted]

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C. PASSENGERS

[Redacted]

CORD HARMS ZRIM SPRECKEL

[Redacted]

FEDERAL BUREAU OF INVESTIGATION

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Date 11/26/71

[redacted] home address [redacted]
[redacted] home phone No. [redacted] advised that she is employed as a Stewardess by Northwest Orient Airlines (NWA) and was serving in that capacity on NWA Flight 305 on November 24, 1971. [redacted] furnished the following information:

[redacted] said that she was standing at the rear entrance to the plane, checking passengers onto NWA Flight 305 in Portland, Oregon. She said that the man, who she later learned was the hijacker, was next to the last person to board the plane. She said that the man did not appear suspicious and did not attract her attention.

[redacted] said that after everyone had boarded the plane, she began serving refreshments, while the plane was still parked at the terminal area. She said that the hijacker was the first person she served. She said that he was sitting in Row 18, the last row of seats in the plane. She said that the hijacker sat on the righthand side of the plane in the middle seat of three seats on the righthand side.

[redacted] said that she asked the man if he cared for anything to drink. She said the man replied that he would like Bourbon and 7-up. She fixed the drink for the man and was given a \$20 bill. She said that she asked the man if he had anything smaller, and he replied, "No, I'm sorry."

[redacted] said that he was very polite, and she told him that she could not give him change, until she served the rest of the people in the section. He replied that it would be alright. She said that after serving the entire tourist section, she returned to the man and gave him change for his \$20 bill. She said that the man thanked her.

[redacted] said that she then gave the routine oxygen mask usage and escape route demonstration. She said that the take-off announcement was then given, and she checked the passengers in the tourist section to be sure

on 11/24/71 at Seattle, Washington File # SE 164-81

by SA [redacted] /kn Date dictated 11/26/71

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that their seatbelts were fastened. She then sat in the Stewardess seat located in the rear of the plane behind the hijacker's seat.

[] said that after she had been seated for about 30-seconds, and as the plane started taxiing toward the runway. The hijacker turned around and handed her an envelope. She said that at first she thought he was making a pass at her and did not open it immediately. She said the man turned around and looked at her several times, and she felt that he was indicating that he wanted her to open the envelope immediately.

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[] said that she opened the envelope while the plane was still taxiing toward the runway. She said that the note inside the envelope was written in black felt-tip type pen and read as follows:

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"MISS -

I have a bomb here and I would like you
to sit by me."

[] said that "MISS" was printed, but the remainder of the note was written in neat legible handwriting. She said that the envelope was a plain, white letter-type envelope with no writing on the outside. She said the note was written on plain white unlined paper.

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[] said that she read the note twice, and then looked up at the man. She said he was looking directly at her, and she asked if he was kidding. She said that the man replied, "No, Miss, this is for real," in a serious but calm voice.

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[] said that another Stewardess, [] came to the rear of the plane at this time. [] said that she stood up and handed the note to [] as she moved up and sat in the aisle seat beside the hijacker. She said that [] read the note and went to the phone in the rear of the plane.

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[] said that after sitting beside the man,

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she looked at him and asked again if he was kidding. The man replied, "No Miss."

[redacted] said that the man then took a briefcase which was sitting in the window seat and placed it on his lap. She said that he opened the briefcase and showed her a bundle of red sticks, which she believed was dynamite. She said that the bundle consisted of six or eight reddish colored sticks, which were about six or eight inches long. She said that there was no writing on the outside of the red sticks, and she believed they were bundled as though they were taped together.

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She said that there was a small wire leading from the bundle of sticks, which the man held in his hand, as if to indicate he could detonate the bomb by touching the bare end of the wire to a contact. She said that there was also a battery in the briefcase, which was cylindrical in shape and about eight-inches long. She said that she could not describe the battery, as she paid more attention to the dynamite sticks.

[redacted] said that after she sat down, she asked the man what she should do. He replied, "Take this down." She said she reached into her purse and got a pen and note pad. She said that man dictated the following request to her:

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"I want \$200,000 by 5:00 PM in cash. Put it in a knapsack. I want two back parachutes and two front parachutes. When we land, I want a fuel truck ready to refuel. No funny stuff, or I'll do the job."

[redacted] said that she stopped writing and looked at the man, and he calmly said, "No fuss." She said that she also wrote this down on the note, although she did not know if he had intended it to be part of the note. She replied, "Okay."

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She said that the hijacker replied, "After this, we'll take a little trip."

[] said that as the plane was taking off, she told the man that she would have to go to the cockpit, or she could not relay this information. He said, "All right, go ahead." She asked as she got up, "Sir, is this all you want?" He replied, "Yes."

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She said that when she got up, she went to the rear of the plane, where [] was talking on the phone and took the note which the hijacker had initially given to her and went forward to the cockpit.

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She said that she gave the Captain the information, and was told by the Captain to stay in the cockpit. She said that she remained in the cockpit until shortly before the plane landed. She said that the pilot instructed her to go to the tourist section and make sure that no one walked back into the area where the hijacker was sitting.

She said that after the plane landed, [] who was then sitting in the aisle seat next to the hijacker, stood up and walked to the forward exit of the plane. She said that all the passengers remained seated, and [] returned to the plane carrying a large bag, which [] assumed was the \$200,000. She said that [] went to the rear of the plane and gave the money to the hijacker.

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[] said that the passengers began to disembark, and she remained standing at the entrance to the tourist section.

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[] said that after all the passengers had disembarked the plane, she, [] the other Stewardess on the flight, began talking to the man. He instructed [] to go out again and pick up the parachutes. She said that while [] made several trips to bring in all four parachutes, she conversed with the hijacker.

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She said that the hijacker talked about how heavy the money was and asked her to lift it. She said that she picked up the bag of money and remarked as to how heavy it was.

She said that at this point, she felt as though the hijacker was acting very childish. She said that she felt as though she was humoring him. She said that the man offered her and the other stewardesses on the flight, money which was change from the \$20 bill he had given her for the drink. She told him that they did not accept tips. She said that he did not appear to resent this and said no more about it.

[] said that the man spoke of going to Mexico City, Phoenix or San Francisco. She said that he did not appear to know exactly where he was destined for. She said that she asked the man if they were going to go with him, but he did not reply. She said that she asked if the stewardesses could leave the plane, and the man replied, "Sure go ahead," in a calm, uninterested manner.

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[] said that by this time the man had begun putting on one of the back parachutes, and at some time during their conversation had put on a pair of sunglasses.

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[] said that she and [] turned and walked toward the forward exit of the plane. She said that [] went to the rear of the plane and picked up the telephone. She said that as she was walking out of the plane, she recalled that she had left her purse on the stewardess seat on the rear of the plane. She said that she returned to the plane, and when she approached the hijacker, said, "Sir, I forgot my purse." She said that he smiled and told her she could go ahead and get it. She said that after getting her purse, she left the plane while [] was still talking on the phone.

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[] described the hijacker as follows:

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| | |
|--------|----------------|
| Race | White |
| Sex | Male |
| Age | Mid-40's |
| Height | 6'0" |
| Weight | 170 - 175 lbs. |
| Build | Average |
| Eyes | Brown |

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| | |
|------------|---|
| Hair | Black, medium length, straight, parted on left side |
| Complexion | Olive-type |
| Clothing | Black business suit, white shirt, thin black tie, black overcoat, black shoes. Subject was carrying a black businessman's type briefcase, described as ordinary. Had a pair of dark-framed sunglasses with dark brown lenses. |

[] said that the man appeared to be Latin descent. She said that there were no distinguished characteristics, such as scars, marks or tattoos. She said that the man had no mustache or beard and spoke in a normal calm voice. She said that she did not recall the man wearing any rings.

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[] said that after she delivered the demand note the hijacker had written, and the note she had written at his direction to the cabin, the Captain instructed her to remain seated in the cockpit of the plane. [] said that she began taking notes concerning the events that transpired during the remainder of the flight.

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[] said that after she delivered the demand notes to the Captain, and had been seated in the cockpit for a few minutes, Stewardess [] advised by telephone that the hijacker wanted both the note he had written and the note [] had written at his direction returned to him. [] said she took both notes back to him.

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[] furnished 13 pages of notes which she took during the course of the flight.

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Nov. 24/71 Flight #805
From Portland - Seattle
Man with briefcase with
a bomb - request by 100
As I ~~put~~ ^{put} down the
Inwarden Det. Handled me
and wrote down his request
\$2340 - he
wants to wait - brought
money 20 for 20 to the store
one more request he
wants the notes back
he will let everybody
off as soon as
he gets his request
at full

(1)

Dex
11/24/71

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note says:

Miss -

I have a bomb in
my brief case + want
you to get by me.

Hev told me to
write it in a
piece of paper upon
his request.

Don't know what
you want first

He. Wood of

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He's got black hair
wearing black rain coat.
He is in his 30's
black suit
Around 175 lbs.

6'1"

Seating - row 18 in
the middle seat very
back of the aircraft.

3

DSX
11/24/71

2259 - ☐ called plane
being hijacked
no joke.

2202 - ☐ in cockpit with
note

2305 - 2nd call from
Twin concerning
men. this bomb
with a

2310 - wants money in
negotiable currency
to be passed to a
crew member.

2320 - wants everything
ready before
landing

4

DSX
11/24/71

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2325 - Wants to hold out
without passengers
knowing if possible

23262 - people can leave
A/C after complete
fueling

23302 - Holding NW Sea
6000 18,000 # fuel remaining

2343 - Call from company
standing by

2345 - Set legs to wing
over

[redacted] called would like
let the other girl stay
work with him. he says
no.

(5)

[redacted] his first concern was
people going back of the
aircraft - he thinks its
sky marshal.

0600 - P.A. to passengers
telling them we have
mechanical trouble

he will reassure not
trying anything - did
not want to scare them
if their was attempt
he will disconnect the
bomb.

He requested fuel tank
200,000 2 chest 11/24/71

[redacted] trucking -
telling her the
money secured
available for him
by 5

He wants [redacted] to
go down stairs and
get the money - people
waited until [redacted]
return. Have a
truck ⁱⁿ stairs.

Alpha Car - with money.
money brought it by
truck - He doesn't care
how many trucks ^{get} there.

7) get there - All he cares

- 1) money first
 - 2) Passenger off
 - 3) then Chutes
 - 4) fueling Commence
upon landing
- An hour 18 min.
air ching

Capt. [redacted]
Co-pilot - [redacted]
2nd officer.

DSX
11/13/71

[] called He said.
 please write all fine.
 fine - ~~red stick~~ red stick
 large battery and
 a mine
 [] sitting anxious - ~~from~~

locking two chutes - 10 min
 everything at airport.
 Chest types

[] Row 1
 set in fr. seat
 of T.C. section -

9. revenue -
 People to sit down
 until they are to be
 advise to ~~be seated~~ seated
 Tell him to sit down
 until Capt. to advise
 them to

[] wants to know
 why climbing -
 still waiting -
 for 2 parachutes
 money & gas on the
 way.

"He" said why it took
 money & chutes long time.
 Chutes came from -
 McCord air force base.

He does wants to
 wait for the chutes
 before we land.
 5 to 10 min.

Hurry up the chutes
Hjorker advise []
getting very impatient
of the chutes.

2 boy rocks
have money

money first.

[] - Asking again
head of a chute.
one suggestion ^{allowed} to land.
He doesn't want to wait
at all. In order to
fuel aircraft. 10 to 20

DSJ
11/24/71

11.

no fixing stuff happening

Name -

[] as soon
called ^{as we completely} want
stop refueling as
soon as possible

[] - tan trench coat
on.

PPV - Man Prescription
(12)

P.A. - 0045 driving
was not given

Mechanical problem
effort that reversed
fuel burn off wire
13 to 18 min.

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no action

[] - ~~passenger~~ ^{no body in}
the aisle

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money at control
go out in field
with money -

[] - people stay on
board while the
plane is being
fueled - after
being fuel - people
can get off -
[] get the
money

CSK
11/24/71

13

[redacted] make approach
advise him going
to airport
money - available
Chits "
Want to keep the
aircraft from the
camp: find an
area that is lighted
Area partially lighted.
1.) making approach
2.) ~~make~~ request
[redacted] available
[redacted] pays fine.

DJ
11/24/71

14

~~If you stop waiting~~
by the case waiting
chest
for one chute go
ahead & go down.

DJ
11/26/71

15.

FEDERAL BUREAU OF INVESTIGATION

Date 11/30/71

[redacted] residence [redacted] was interviewed at the Reno Airport, Reno, Nevada, on the late evening of November 24, 1971, and early morning hours of November 25, 1971. She identified herself as a hostess on Northwest Airlines Flight 305.

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Shortly after takeoff from Portland, Oregon, en route to Seattle, Washington, in the afternoon hours of November 24, 1971, a male passenger on the flight, who was seated in 18-E, gave a note to Hostess [redacted]. [redacted] showed the note to Hostess [redacted] who was also in the rear passenger compartment. The note indicated that the male individual was hijacking the plane and wanted the hostess to sit beside him. The note further indicated that he had a bomb and wanted \$200,000.00. [redacted] stated she went back to the male passenger seated in 18-E with the note, at which time he indicated that he was hijacking the plane and was not kidding. He added that he wanted "no funny stuff". He had a black attache-type case in his lap, which case was partially open and he had his hand inside same. At this time [redacted] sat down alongside the individual in seat 18-D and after lighting a cigarette for the passenger, she told him that they would cooperate. Her best recollection is that it was while he told her he wanted no kidding and no funny stuff that he first partially opened the attache case and permitted her to see the contents. She recalls the contents as approximately eight cylindrical objects about six to eight inches long with four of the items being placed on top of the others and banded together with some kind of tape. She also recalled some covered and uncovered wiring running from the cylindrical objects to a dry cell type battery which had terminals on one end. She could not recall whether the wires were connected to the terminals. The battery was described as approximately eight inches long and about two and one-half inches in diameter. She stated that she had the impression upon observing the contents of the attache case that it was

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b7COn 11/24/71 at Reno, NevadaFile # LV 164-60 - 139by SA H. E. HINDERLITER, JR.SAC HAROLD E. CAMPBELL, JR. (HEC:tlw)Date dictated 11/26/71

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dynamite; however, she is unfamiliar with the appearance of dynamite and could only describe it as stated above, adding that it was of a reddish rusty color.

[redacted] then advised the pilot's compartment of the fact the plane was being hijacked via the intercom. She used the intercom while remaining in her seat inasmuch as it was close by and she could reach same from her seated position. It was with a pre-arranged signal of bells that she so advised the pilot's compartment. [redacted] at that time on a plain envelope wrote out the demands of the hijacker, listing that he wanted four parachutes including two back packs and two chest packs, \$200,000.00 in cash in small bills and that he wanted all this "by five o'clock". She recalls that [redacted] delivered this note to the pilot's compartment inasmuch as the hijacker insisted that she be physically present alongside him at all times. She recalled that she sat with him almost the entire time of the flight.

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[redacted] recalled that during the flight from Portland to Seattle, all passengers were moved at least three rows forward from where the hijacker was seated. She stated that at one time he commented that "the bomb" he had was electrically fused and he certainly hoped the crew would not generate any electrical currents which would trigger it. In response to her query as to why he had chosen a Northwest airplane to hijack, she related his statement to the effect that he had "a grudge" but not against Northwest Airlines, adding that the Northwest plane just happened to be in the right place at the right time. In response to her query at one time during their conversation as to where he came from, [redacted] stated the hijacker was adamant in his refusal to answer and seemed somewhat provoked by the question. [redacted] recalled that frequently during her conversation with the hijacker he kept reminding her that the crew should attempt "nothing funny" and each time she assured him that he would receive the full cooperation of the crew.

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DB Cooper-332

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Sometime before going into the landing pattern at the Seattle - Tacoma Airport, the hijacker reiterated his previous instructions that all the items he had requested, including the money and the parachutes, must be available at the airport before he would permit the plane to land. He also instructed that upon landing, [redacted] was to be his intermediary in not only delivering messages to the crew but also in transferring the items that he had requested from the ground to him in the aircraft. He specifically instructed that upon landing only one unmarked automobile should approach the aircraft and it should approach and park in such a position that the hijacker could observe it at all times. He also instructed that the pickup rig which delivers the exit stairway to the forward compartment of the aircraft be available immediately upon landing in order that [redacted] could go out the forward door and contact the intermediary in the unmarked car to obtain the items he had requested. Additionally, he instructed that a fuel truck be available in the area upon landing and same fuel truck was to be manned by only one employee. He was insistent that every condition be met and that everything be available on the ground prior to the landing of the aircraft.

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[redacted] recalls that the aircraft went into a holding pattern for a period of time she estimated over one hour and she stated she felt this was because all of the items the hijacker had requested were not yet available on the ground.

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After a period of time [redacted] said the aircraft landed and an announcement was made from the cockpit rather than by a hostess in the cabin, as is the normal procedure, to the effect that some mechanical difficulty had been encountered and the passengers were all requested to remain in their seats with their seat belts fastened. [redacted] recalls that the hijacker went to the nearby lavatory at this time stating he would return in a few minutes, at which time the stairway to the forward door should be ready. When he went to the lavatory, he closed the attache case and carried it with him. He came out of the lavatory in a matter of three or four minutes and again took the same seat he had occupied.

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When the forward door stairway was attached, [redacted] departed the aircraft through the forward door as soon as the stairs were put in place. She noted there was one car parked at approximately ten o'clock to the aircraft, the pickup rig was in the area and a fuel truck immediately went about attempting refueling of the aircraft. She stated she obtained a bag from an unknown male individual who got out of the car which was parked near the aircraft and although she is unable to recall the precise wording, she was told that the bag contained the money requested. She took the bag reportedly containing the money back to seat 18-E, which seat was still occupied by the hijacker. He opened the bag and inspected the contents which [redacted] said she observed was money packed in small packages with bank-type bands around each package. Having inspected the money in a cursory fashion, the hijacker stated that "it looked okay" and then indicated to [redacted] that the crew could now permit the passengers to deplane. She stated that she called the cockpit on the intercom with this message and an announcement was made from the cockpit that passengers could at that time disembark. [redacted] recalled that she, in an attempt at being humorous, stated to the hijacker while the passengers were unloading that there was obviously a lot of money in the bag and she wondered if she could have some. The hijacker immediately agreed with her suggestion and took one package of the money, denominations unrecalled by [redacted] and handed it to her. She returned the money, stating to the hijacker that she was not permitted to accept gratuities or words to that effect. In this connection [redacted] recalled that at one time during the flight the hijacker had pulled some single bills from his pocket and had attempted to tip all the girls on the crew. Again they declined in compliance with company policy.

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After the passengers deplaned, [redacted] stated that in accordance with instructions from the hijacker, she went out to get the parachutes he had requested. She brought back one large parachute (back pack) first, stating that she could only carry one parachute of this kind at a time. It was after she brought this first parachute into the aircraft that he told her to lower all the window shades in his section of the aircraft. After pulling down these shades, [redacted]

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then again left the aircraft and this time brought back the two smaller parachute packs (chest packs) and gave these to the hijacker. She made a last trip from the aircraft then to obtain another of the large parachute packs (another back pack). All of the parachutes were given to the hijacker and he was observed by [redacted] to be looking them over as she left them with him. She also recalled that at this time all hostesses and male crew members were still aboard the aircraft.

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At this point [redacted] recalls discussing with the hijacker what the instructions were regarding future destination of the flight. Up to this point he had refused to tell her where he would order the flight to go. At this time, however, he told her not to worry, the flight was not going to Havana but it would go to a "pleasant place".

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[redacted] said that she obtained one of her pay sheets and by this time did have a pencil and took down the following instructions from the hijacker:

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"Going to Mexico City -- or anyplace in Mexico -- nonstop -- gear down -- flaps down -- don't go over 10,000 feet altitude -- all cabin lights out -- do not again land in the States for fuel or any other reason -- no one behind the first class section".

[redacted] forwarded this information to the cockpit and the hijacker also indicated that he wanted takeoff made with the rear door open and the stairs extended for takeoff. He had also indicated that in addition to the passengers, all of the hostesses would be allowed to exit the aircraft prior to their departure.

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The crew, through [redacted] informed the hijacker that takeoff in that aircraft with the door open and stairs extended would be an impossibility, and it was finally agreed that takeoff would be made with the door closed, stairs retracted, and [redacted] would remain on board to lower the door and stairs after the aircraft was airborne.

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The hijacker further indicated to [redacted] that as soon as this lowering of the door and stairs were accomplished in flight, she would be permitted to go to the pilot's compartment. During the period of furnishing these conditions, the hijacker became extremely annoyed over the time required to refuel the plane as he had ordered.

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The hijacker displayed an extensive knowledge of the aircraft and seemed specifically well informed in refueling procedures to the point that the crew had difficulty in convincing him that only 96% of the required fuel was on board at the time he was protesting the fact that refueling had not been completed. It was also during this time (when he was upset concerning refueling) that he complained to [redacted] also that he had requested the money be delivered to him in a knapsack and instead it was delivered in a cloth bank-type bag, which displeased him. It was at this time that [redacted] recalls he stated that he would be forced to use one of the parachutes to rewrap the money since he had not been furnished a knapsack container. [redacted] recalled that it was at about this time she observed a small green paper bag (contents unknown). She stated that she recalled no other packages or luggage belonging to the hijacker except for the attache case and this small green paper bag. She also recalls that it was at about this time she again offered to get him something to eat or drink, which offer he refused as he had several previous offers. She clearly recalled that he accepted no refreshments of any kind while he was on board the aircraft.

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[redacted] recalled that it was at this time that the hijacker requested that all notes, including the one he had furnished to [redacted] and those written by [redacted] to be returned to him. In this connection she also recalled that he was a chain smoker. At one time she lit a cigarette for him with the last match in the paper match folder. When she attempted to discard the empty card folder, the hijacker decisively took it from her and placed it into one of his

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pockets, stating he did not want her to throw it away. She recalled that he smoked Raleigh filter tips. In commenting concerning the hijacker's actions in general, she stated that she recalled some conversation to the effect that the parachutes were coming from Mc Chord Air Force Base. The hijacker remarked that it was about 20 minutes from Mc Chord to the Seattle - Tacoma Airport. She also recalled that while they were in the holding pattern prior to landing, he at one time looked out the window and observed "We're over Tacoma now". [redacted]

[redacted] indicated that there had been no announcement or no mention that the aircraft was over Tacoma and she accordingly concluded that the hijacker was familiar with the area.

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After refueling was completed and takeoff appeared imminent, the crew called on the intercom and advised that after checking with appropriate authorities, they had been told that the fuel load would not permit them to fly nonstop to Mexico City, or anywhere in Mexico, in fact. They pointed out that the range of fuel was such that they recommended landing to refuel somewhere in the San Francisco, California area. The hijacker countered with Phoenix, Arizona, as an alternative landing for refueling. When the crew responded in the negative due to the distance to Phoenix, Arizona, he at that time stated the aircraft could make Yuma, Arizona, or Reno, Nevada, and he preferred a landing in Reno, Nevada. The crew called back and stated they would proceed to Reno, Nevada.

[redacted] stated that upon takeoff from Seattle, the hijacker was in seat 18-D or E (occupying both seats at various times) and she was seated across the aisle in 18-C. It was during this time, as she recalls it, that he was occupied with opening one of the parachute packs (recalling the color of the parachute as a bright pink-orange color) and attempting to in some way pack the money in a parachute container in order that he could in some way attach it to his body along with the regular parachute straps. Her recollections in this regard were vague, but she stated she clearly recalled his removing a small jack knife from his pocket and cutting some portion of either the outside container or the parachute in order to

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secure the money in this rather than in the white bank-type bag which he had been furnished. Her recollection was that she did not see him tampering with the two large parachute containers other than to cursorily inspect them when she had brought them aboard.

After the plane was airborne, there was conversation between [] and the hijacker regarding her opening the rear door and extending the stairway. She told him that she was fearful of being sucked out of the airplane and, accordingly, wanted to tie an emergency safety rope around her waist and attach it to a seat in order to prevent being sucked out of the door when she opened it. He told her at that time it would not be necessary for her to use the emergency safety rope inasmuch as he would cut one of the parachute shroud lines for her to insure her safety when she opened the door. It was at this time that he was still working with the parachute to in some way secure the money to his body. Shortly thereafter he asked her to demonstrate to him the procedure for opening the rear door and extending the stairway. She did this and was under the impression that he understood how to do it. She commented that it occurred to her at this time that this was the only function of the aircraft which she had discussed with the hijacker during the time she had been with him which he did not seem to be fully aware of. She stated that as a matter of fact, he had even shown a knowledge of where the oxygen bottles were located at an earlier time, which information she felt is normally known only to air crew personnel. While she could not recall specifically, she stated there were several other comments he made which indicated to her that he had an extensive technical knowledge of this particular type of aircraft and perhaps aircraft and flying in general. She also commented that he appeared to be completely familiar with the parachutes which had been furnished to him.

It was estimated by [] that in less than five minutes after takeoff, the hijacker suddenly told her to go forward of the aft compartment, to close the curtain behind her and not to return to the rear compartment again. She

LV 164-60

quickly complied with this request, going to the first class cabin, closing the curtain behind her, then proceeding to the cockpit and closing and locking the cockpit door behind her. She did not thereafter leave the pilot's compartment and had no further conversation with the hijacker face to face or via the intercom.

[redacted] furnished the following physical description of the unknown subject, it being noted that [redacted] is approximately 5'8" in height and she observed the hijacker in a seated position except for the brief period when he went to the lavatory. She also commented that at no time did he remove the dark glasses he was wearing and consequently, she was unable to observe his eyes or eyebrows:

| | |
|-----------------|---|
| Race | White |
| Sex | Male |
| Age | Mid 40's |
| Height | 5'10" to 6' |
| Weight | 180 to 190 pounds |
| Build | Medium, well built |
| Hair | Dark brown, had sideburns partially past ears, hair parted and combed back |
| Complexion | Medium, smooth |
| Characteristics | Wore dark rimmed wrap-around glasses with black frames, concealed eyes entire time; Had no accent, possibly from West or Midwest; Had low voice |
| Clothing | Dark top coat, brown suit, brown shoes, and noted black tie and tie tack found on plane was possibly his. |

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FEDERAL BUREAU OF INVESTIGATION

Date December 3, 1971

[redacted] residing at the home of her [redacted] provided the following information:

On November 24, 1971, while employed as a stewardess for Northwest Airlines, she flew on Flight 305 which originated in Washington, D. C., arrived at Minneapolis, Minn., about 10 a.m., and she boarded shortly thereafter. She said the crew for her flight were Pilot WILLIAM SCOTT, Co-pilot [redacted] Second Officer, [redacted] Senior Stewardess [redacted] B Stewardess [redacted] and C Stewardess [redacted]

[redacted] advised that her flight departed Minneapolis, Minn., at 10:35 Central Standard Time, with a light load, less than half, and flew to Great Falls, Montana, then to Missoula, Montana, then to Spokane, Washington, and Portland, Oregon. She said that the aircraft departed Portland, Oregon at 2:53 Pacific Time, and arrived two hours and fifty-three minutes later at Seattle which is normally a 36 minute flight.

Just before the [redacted] gave the word for take off from Portland, [redacted] took a beverage form to the aft jump seat. There was a man in seat 13 E, middle right aft passenger seat, and as she, [redacted] faced the barrier strip, she observed [redacted] dropping a note, stand up, and unfasten the barrier strip and sit down next to the man in seat 13 E. [redacted] appeared emotional in that she was trying to speak to her, was moving her lips, but other than [redacted] no other words came out.

[redacted] picked up the note lying at her feet and read it which, to the best of her recollection, is as follows:

"Miss, I am hijacking this plane. I have a bomb. Sit next to me."

The aircraft lifted off the runway at 2:53 and [redacted] used the interphone to advise the pilot the ship was being

On 12/1-2/71 at Trevose, Pa. File # Philadelphia 164-133
by SA PATRICK JOSEPH KELLY JWC/lss Date dictated 12/3/71

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hijacked. She said, "We're being hijacked, he's got a bomb and this is no joke." She replaced the phone and leaned down in the aisle near [] and saw her writing something on an envelope. After [] finished writing, she said to the man next to her that she would take the note to the cockpit. [] asked [] if she wanted her to take the note and she said no. [] said, "Do you want me to stay here?" and the man replied, "yes." [] took the note and entered the cockpit.

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[] sat next to the man and shortly thereafter he opened a black cheap appearing imitation leather attache case and showed her a device with eight red cylinders and a wire running from the cylinders towards a large 6" x 8" x 2" in diameter battery. The wire had a red plastic coating around it, all with the exception of the last inch which was bare and which the man held in between his fingers. He told her it was an electronic device and suggested the aircraft radio be used as little as possible. He said he didn't think radio transmissions would bother it, but wanted to let the crew know.

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She then called the pilot over the interphone and advised him of the device and from that point on she acted as a communications media between the hijacker and the pilot through the interphone. During one message to the pilot, he specified that all of the previous requested items be at the airport when they landed. She later learned that the note which [] had carried to the pilot contained a list of demands. He later told [] that he wanted \$200,000 in circulated U. S. currency, two back and two front parachutes, and fuel trucks to meet the plane when it landed at Seattle. One of the specific demands that he made was that the fuel truck is to come first and start fueling the plane immediately. Everyone in the plane was to remain in their seat and he indicated that [] was to be a liaison and the one to get the money. After fueling is completed and the money is aboard, he indicated that the passengers would be released, and the last item to be brought aboard the aircraft would be the chutes, and at that time only the crew members were to be aboard and they must stay out of the aisle and remain in their seats.

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During the flight from Portland to Seattle, she had light conversation with the hijacker. For example, she asked him where he was from and he became upset and said he didn't want to answer that. She somehow brought up that they would be going to Cuba and mentioned that personnel were advised to warn passengers against buying any Cuban rum or cigars because U. S. Customs would confiscate them when they returned to the United States.

The hijacker laughed and said that they weren't going to Cuba, but that she would like where they were going. He asked her where she was from and she told him that she was from Pennsylvania, but was living in Minneapolis, Minn. He indicated that Minneapolis, Minn., was very nice country.

She asked him why he picked Northwest Airlines to hijack and he laughed and said, "It's not because I have a grudge against your airlines, it's just because I have a grudge." He paused and said that the flight suited his time, place, and plans. Other conversation centered around personal habits such as smoking and he asked her if she did and she said she used to but had quit and he offered her a cigarette which she took and smoked. She asked if he wanted any food or drink and he refused everything.

During the flight from Portland to Seattle, a male customer started aft down the aisle and she met him at approximately Row 14 where she asked him what he wanted and he indicated he was looking for a sports magazine. They went to the aft section of the plane immediately behind the hijacker where they looked and finally he accepted a New Yorker Magazine and returned to his seat. After he was seated and [redacted] returned to seat 18 D, next to the hijacker, he said, "If that is a Sky Marshal I don't want any more of that," and she reassured him that it wasn't and further, that there were no sky marshals on that flight.

A short while after that, the pilot called her and asked her to determine from the hijacker if he wanted the pilot to inform the passengers of the situation, and the hijacker said, "no." The pilot said that he would make up another excuse to cover the extension of the flight way beyond the normal 36 minutes. It was at this point the hijacker instructed her to tell the pilot that he wanted the note and envelope back that he had given to the other stewardess. He also wanted the empty matchbook cover from which he had been lighting his cigarettes and had thrown into the back pouch of the seat in front as she said she would normally do with trash. She indicated that he had another book of matches the cover of which was blue and said, "Sky Chef." from which she had pulled matches to light his cigarettes. He retained this book of matches.

The hijacker made a comment while the aircraft was in a holding pattern north of the airport that it is 5:15 and he is still waiting, and this is something that he had wanted by 5 p.m. She called the pilot on the phone and he said that they were waiting for the front pack chutes to arrive at the

airport from Mc Cord. The hijacker said, "Mc Cord is only 20 minutes from Tacoma; it doesn't take that long." She called the cockpit back over the interphone and they said that the chutes were en route and the cockpit requested permission from the hijacker to start their descent without the chutes being present at the airport. The hijacker said yes, provided they don't have to wait for the chutes after the fueling was completed. A few minutes later, the pilot called [] back on the interphone and advised the chutes were there and he was going down.

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The flight landed at Seattle International Airport at 5:46 Pacific time. Prior to landing, the captain wanted permission from the hijacker to park his aircraft away from the terminal and the hijacker said okay. The pilot said he would park the aircraft in a semi-lighted runway not being used and this pleased the hijacker. While the aircraft was being taxied to the area at which the aircraft would be parked, she asked the hijacker's permission to move five passengers away from the immediate area of his seat which he approved of and she did.

Stewardess [] stood at Row 15 in the middle of the isle to be certain that no one came aft. When the aircraft stopped, the pilot got permission from the hijacker to let the fuel trucks approach the plane and begin refueling. The truck stairs came to the front door and [] left by way of the front door, went to a car carrying the money, chutes, food, maps, and radio for cockpit communications. At this point, he got up with the attache case and headed towards the aft lavatory. When she returned, he was back in his seat. She dragged a white canvas money bag down the isle to where the hijacker was sitting and placed it on seat 18 D next to him. He looked through the bag and said that it was alright for the passengers to get off the plane. [] phoned the pilot and told him and he told the passengers over the intercom system that they could leave the aircraft.

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After the passengers left, she asked if he wanted her to get other items and he said yes but wanted the other crew members to remain seated. She first brought in the big parachute and he told her to pull the window shades which she did. She then went and brought back the small chutes and carried them on the ship. Her next trip she got the big chute and placed it with the others on Row 18. At this point, she gave him a paper sheet giving instructions on how to jump and he said he didn't need that. Prior to this, she asked the hijacker if

he wouldn't rather have one of the cockpit crew get the chutes and he told her that they weren't that heavy and she wouldn't have any trouble.

When she returned to the plane with the last chute, she saw he had one chute cut open and nylon cords out and he was cutting them with his pocket knife. He took the nylon cord and wrapped it around the neck of the money bag numerous times and then he wrapped it a few times from top to bottom, and with the same piece made a loop like a handle at the top. This nylon cord was pinkish in color. He appeared irritated because they didn't give him a knapsack for the money which he had initially requested, and after trying to put the money in an unfolded parachute, he decided to leave it in the canvas bag.

She told him that they had crew meals and maps, and requested permission to go get them. He said, "yes," and she did, returning the items and taking a seat next to him.

He said, "We're going to Mexico City, gear down, flaps down, you can trim the flaps to 15, you can stop anywhere in Mexico to refuel, but nowhere in the United States. The aft door must be open and the stairs to be down. The altitude under 10,000 feet, they know they can't go over that. Cabin lights out and everyone is to be forward of the first class curtain." [] related these instructions to the pilot. [] came back to where the hijacker was seated and asked if she could get her purse and he said that she should come on back, he wouldn't bite her. Then she asked if the stewardesses could get off and he said, "yes."

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About one hour had passed since landing, and [] was taking information for the hijacker from the pilot and she told the other stewardesses to go ahead and she would be with them in a second and they went forward to the cockpit. She told the hijacker that the plane couldn't take off with the ladder down and he said in a low tone, "Yes they can, but the cockpit can put it down after they get airborne. She told him that the stairs had to be let down from the rear and at this point he appeared disturbed because of the duration of time of refueling and he told her to stay.

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Just prior to take off, he became very excited because they had been on the ground over an hour and she related this to the cockpit and they answered that they had only 1500 pounds of fuel to be put on and this was about one quarter of their capacity. She explained this to him and he calmed down.

She then told him it would be a few minutes longer while they filed a flight plan and he said, "Never mind, they can do that over the radio once we get up. Let's get the show on the road."

The cockpit called and told her to use the escape rope to secure herself when they found out that she was going to lower the ladder once the aircraft is airborne. She related this to the hijacker and he said, "no," he didn't want her to go up front or them to come back. She asked if the second officer could shut the front door and he said yes. She opened the aft door and locked it open and the pilot started the engines and taxied towards the runway. During the taxi, she said, "You know we have oxygen," and he said, "Yes, I know where it is, if I need it I will get it." She asked him to cut some nylon cord from the parachute for her to use as a safety line, when she opened the rear ladder and the hijacker said, "Never mind," that he would do it. She showed him where the panel was and the controls and how to do it, and reminded him to be sure to put the ladder up before they land or the aircraft would be so damaged in landing that it could not take off again. She returned to seat 18 C, he to 18 F, the money was in 18 D, and the bomb in 18 F. The plane took off and she held her ears because the noise was so loud from the engines. Approximately four minutes after take off, he stood up, told her to go to the cockpit and close the first class curtains, and for no one to come out from behind the curtains. The lights were out in the rear compartment and she went forward, faced the curtain, and the last time she saw him he had a nylon cord tied around his waist and was standing in the aisle. Before she finished securing the curtain, she pleaded with him to take the bomb with him and he said he would take it with him or disarm it before he leaves.

After securing the curtain, she entered the cockpit and approximately ten minutes after that, one of the officers received an interphone call from the hijacker advising that he could not get the rear stairs down. The pilot informed him that he would level the craft off and reduce the air speed. She recalls that a short time after that, she observed the red indicator light go on the second officer's panel indicating that the stairs had been lowered and approximately five minutes after the first call, one of the officers received another call from the hijacker which was the last communication that anyone in the plane had with the hijacker.

Before descending at Reno, Nev., she called repeatedly over the intercom system to the hijacker to cooperate, that the aircraft must land. The last message was, "Sir, we are going to land now, please put up the stairs. We are going to land anyway, but the aircraft may be structurally damaged and

we may not be able to take off after we've landed." The pilot landed the aircraft and parked it away from the terminal. She and the pilot entered the cabin and he called to the hijacker a number of times to cooperate and asked for instructions. When they received no answer, they went behind the curtain. She went to the gally, did not see the man, and simultaneously flipped on all of the cabin lights and there was no one there. The captain and her ran to the rear of the ship and they looked for the bomb. She looked in the aft lavatory and checked the oxygen bussels, then began crawling up the isle looking under seats for the bomb. While she was doing this, the first officer was coming down the isle from the cockpit on his knees with a flashlight looking under the seats for the bomb. After a few minutes, the co-pilot told her to get off of the ship which she did. She walked two blue lights down the taxiway away from the aircraft. It was dark. She recalls that upon entering the aft section of the ship, she observed the one chute that had been cut open and another chute. One was on Row 17, the other on Row 18, both left side of ship.

She said that about five minutes after she left the aircraft, three cars came to the nose of the plane.

[redacted] described the hijacker as follows:

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| | |
|-----------------|---|
| Sex | Male |
| Race | White |
| Age | 44-46 |
| Height | 6' |
| Weight | 180-190 pounds |
| Complexion | Medium to dark |
| Build | Medium |
| Hair | Dark, flat, straight, sideburns narrow, mid ear |
| Eyes | Not observed |
| Characteristics | Wore sunglasses, dark plastic wrap-around frames. |

The man impressed her as being an executive by his dress, special mannerisms, and consideration that he exhibited for her while he was on the aircraft.

The only time she can recall any actual threat to her life was during the flight from Portland to Seattle he mentioned to her to impress upon everybody that the device he had he would use, that he would not be taken off of the plane. She could not detect an accent in his voice.

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Clothing

Dark brown suit, possibly with a thin black stripe, brown socks, brown ankle length pebble grain shoes, not tie type shoes.

She did not have recollection of any rings or unusual facial scars, marks, or tattoos.

[redacted] advised that her recollection of the flight from the Seattle International Airport was that the weather was extremely murky and that the ground could not be seen.

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FEDERAL BUREAU OF INVESTIGATION

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Date of transcription 12/7/71

[redacted] a stewardess aboard Northwest Airlines Flight #305, provided the following information:

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On November 24, 1971, [redacted] stated that the individual who hijacked Northwest Airlines Flight #305, a Boeing 727, initially boarded the aircraft in Portland, Oregon, and at the time he boarded the aircraft he was carrying a briefcase which measured about 12 inches by 18 inches and was dark brown or black in color. She stated that the hijacker handed another stewardess on board the flight by the name of [redacted] a ransom note demanding \$200,000 in cash. [redacted] believes that the note was handed to [redacted] very shortly after takeoff from Portland. She advised that the hijacker's demands were communicated to the Captain of the aircraft via the aircraft's intercom system by another stewardess named [redacted]

[redacted] stated that the note which the hijacker handed to [redacted] stated that the hijacker had a bomb in the briefcase that he was carrying and that he wanted \$200,000 and absolutely no trickery or he would explode the bomb that he had in his briefcase. In addition, [redacted] advised that the hijacker requested four parachutes. After these demands were stated, the stewardess named [redacted] went to the cockpit of the aircraft to advise the captain of the situation and remained in the cockpit until just before landing in Seattle. Meanwhile the hijacker remained in his seat and had another stewardess by the name of [redacted] next to him.

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[redacted] stated that the hijacker wanted the stewardess named [redacted] to go to get off the plane in Seattle and to get the money that he demanded and then after she got the money, she was to go off the aircraft again to get the four parachutes that he demanded. In addition to the parachutes and the money the hijacker also requested four crew meals. [redacted] advised that [redacted] had told her that the hijacker wanted to go to Mexico and was very concerned throughout the flight about sky marshals being on board the

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Interviewed on 11/24/71 at Seattle, Washington File # SE 164-81

by SA [redacted] :bfr Date dictated 12/1/71

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aircraft. She stated that the hijacker made his demands known in this order:

- 1) He wanted the money first
- 2) He wanted the people off the aircraft after the money was on board
- 3) He wanted parachutes and four crew meals
- 4) He wanted the plane completely re-fueled
- 5) He wanted maps

[] could not remember what kind of maps the hijacker had requested.

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During the flight, [] advised that the hijacker wanted continued re-assurance that nothing was going to go wrong. After the plane landed and the passengers dis-embarked, [] was on the telephone relaying the hijacker's demands to the captain of the aircraft.

[] stated that the hijacker was good-natured during the flight.

The hijacker then informed [] to tell the other stewardesses and crew to remain on board. At this point, [] stated that the pilots of the aircraft wanted the stewardesses to leave the plane. Once the stewardesses had successfully left the aircraft, [] stated that the pilots had planned to get off the plane by jumping out through the cockpit. However, none of them did deplane because the hijacker could see them and they feared that he would set off the bomb that he had in his briefcase.

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Then [] went to the back of the plane and asked the hijacker if the stewardesses could go and he said "Whatever you girls would like." Then she and [] another stewardess on board left the aircraft.

[] described the hijacker as a male Caucasian, olive complexion, age 38 to 45, 6' 1", 170 to 175 pounds, slim build, black hair, wavy, short and trimmed in the back. He wore no hat, and wore dark sunglasses with plastic frames which looked like prescription sunglasses. He wore a black trench-coat, white shirt and tie, and dark slacks. He wore no gloves and was soft-spoken and had no accent. He had no visible scars or marks.

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[] advised that the briefcase which the hijacker carried on board with him was in the window seat next to him and that he was sitting in the middle seat with the stewardess, [] on his left. She stated that he had his right hand inside the briefcase at all times. At one point

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during the hijacking; [] noticed that one of the parachutes that had been brought on board had been unpacked and she asked the hijacker if he had taken the parachute apart and he replied Yes.

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FEDERAL BUREAU OF INVESTIGATION

Date 12/1/71

[redacted] residence [redacted]
[redacted] telephone [redacted], was interviewed at the Reno Airport, Reno, Nevada, on the late evening of November 24, 1971 and early morning hours of November 25, 1971. He advised [redacted] on Northwest Airlines Flight 305.

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[redacted] noted that he was present during the interviews of hostess [redacted] and third officer [redacted] and concurred with the information as supplied by them.

He recalled that the hijacker had indicated the bomb had an electrical fuse and instructed the hostess that radio transmissions be limited as much as possible so that they would not set it off.

He advised that the landing at Seattle was made at 5:45 P.M., Pacific Standard Time, and that the hijacker had indicated that once the money and parachutes were brought on board and that re-fueling was simultaneously taking place, the passengers would be permitted to depart.

[redacted] also stated that there was a delay on the ground in securing the chest-type parachutes and when they did not arrive as quickly as had been hoped for, the crew, through hostess [redacted] requested permission to land anyway without them and the hijacker refused permission for same. At some point in negotiations with the hijacker, he indicated an awareness that parachutes would be obtained from McChord Air Force Base and indicated that it was only 20 miles away from the Seattle Airport.

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[redacted] added that after take-off at 7:36 P.M., they received a call from the hijacker around 7:42 P.M., at which time he indicated that he was unable to get the stairs lowered in flight. They then slowed down the aircraft air speed and subsequently observed the cockpit signal light that the rear stairs were down. At that time the Captain instructed the hijacker to sound the bell on the intercom in the event he wished to make any further contact with them, which he agreed to do.

On 11/24/71 at Reno, Nevada File # IV 164-60 -137

SAC HAROLD E. CAMPBELL, JR. and
by SA H. E. WINDERLITEN, JR. (HWH:skb)

Date dictated 11/30/71

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[] added that at no time did he have any direct contact or observation of the hijacker and, therefore, could furnish no physical description.

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DB Cooper-352

FEDERAL BUREAU OF INVESTIGATION

Date 12/1/71

[redacted] residence [redacted]
[redacted] was interviewed at the Reno Airport, Reno, Nevada, on the late evening of November 24, 1971, and early morning hours of November 25, 1971. He [redacted] on Northwest Airlines Flight 305.

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[redacted] advised that according to some notes he had made concerning the incident, it was at 2759 Zulu time or 3:59 p.m. Pacific Standard Time that he received an emergency signal from hostess [redacted] on the intercom with a series of bells signaling that they had trouble on board. They had a pre-arranged flight signal for such emergencies and he made a notation in his book of the time of this notification.

Almost immediately thereafter, he received a note from [redacted] advising she thought they were being hijacked and added she was not kidding.

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Subsequently, hostess [redacted] brought a note on what appeared to be a standard 6 x 9 tablet written with a felt pen as well as an envelope that had notations also containing the figure \$200,000, two back parachutes, two chest packs and under it a time of 5:00 p.m.

Hostess [redacted] then went back to the compartment and sat with the hijacker at which time he insisted that all of the above items be physically present and waiting for them at the Seattle Airport upon their arrival and prior to their landing.

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[redacted] received the impression that the above hijacking had been carefully thought out in advance in that the hijacker specified that the money was to be furnished in a knapsack and even insisted that a discarded match cover be returned to him. He also insisted on the return of the original note and the envelope and appeared especially careful to see that nothing of his was left behind.

On 11/24/71 at Reno, Nevada File # LV 164-60 -138
by SAC HAROLD E. CAMPBELL, JR., and
SA H. E. HINDERLITER, JR. HEH/skh Date dictated 11/30/71

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DB Cooper-353

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[] stated that as soon as they verified the intentions of the hijacker, they immediately contacted the company via their radio connections concerning the situation but they did not alert the passengers nor did they press the emergency transponder code button signaling a hijacking to the control towers due to the hijacker's insistence of "no funny stuff".

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They subsequently radioed the Seattle approach control tower and requested holding instructions in order they could remain airborne for the approximate 1½ hours which was estimated to be required in order that all of the items requested by the hijacker could be obtained.

[] noted that all of the demands of the hijacker were forwarded to the cockpit through hostess [] and at no time did he have occasion to personally observe or have any direct contact with him.

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Inasmuch as Seattle was the destination and actual termination point for that flight, an announcement from the cockpit was made to the passengers that they were burning off excess fuel which helped put the other passengers at ease. In addition, the hostesses were instructed not to serve any additional drinks to any of the passengers.

It was further established that hostess [] was to act as intermediary between the hijacker and the individuals meeting the plane to supply his demands. The [] for Northwest Airlines and one other individual were to be in the first vehicle with the money, the second vehicle was to carry the stairs so that the hostess could exit from the front of the plane with only one driver designated for that vehicle, with a third vehicle being a fuel truck containing a driver only which was to remain in a 10 or 11 o'clock position from the plane in order that all would be in full view of the hijacker at all times.

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After the plane had landed and the initial delivery made of the money and parachutes, the hijacker then forwarded through hostess [] the following instructions which he also listed: (1) They were going to Mexico City non-stop

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or if they could not reach Mexico City, anywhere in Mexico; (2) they would fly with landing gear down and flaps down; (3) they would not fly above 10,000 feet; (4) they would fly with the lights out in the cabin; (5) they were not to land in the U. S. for fuel or for any other reason; (6) there was to be no one aft of the first class curtain; (7) he indicated that after taking off, hostess [] would be allowed to visit the cockpit; (8) he wanted the rear door open and the stairs extended for taking off.

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[] noted that at this point they informed him that it would be impossible to make a take-off with that aircraft in that position and the hijacker subsequently agreed to having the door closed with the stipulation that hostess [] could lower the stairs after the plane was airborne. [] noted that all of the above instructions were given on the ground at Seattle orally by the hijacker through TINA during the period she was carrying on the parachutes.

After the release of the passengers, and during the period of re-fueling, the hijacker became considerably annoyed at the delay in re-fueling and at the point where 96 per cent of the fuel was on board, he implied that the procedure was being deliberately delayed. The hijacker displayed a specific knowledge of flying and aircraft in general and that one in particular and they were finally able to convince him that the time being utilized was entirely necessary.

They subsequently informed the hijacker that under the operating conditions that he had stipulated, it would be impossible for them to reach Mexico City and he thereafter countered with the possible destination of Phoenix. Each point that he mentioned would be considered and rejected with the cities of Yuma, Sacramento and Reno being mentioned and a final agreement reached whereby the plane would fly to Reno, Nevada, as its initial destination.

[] stated that after take-off they flew at an indicated air speed of 170 knots which would have provided an estimated ground speed of 205 miles per hour.

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The hijacker was questioned concerning his intentions with regard to the bomb package and he responded through [redacted] that he would either take it with him or disarm it at the time of his departure. Upon their departure from Seattle, they followed a course known as "Victor 23" which is a standard low altitude routing to Portland, and received clearance from Sacramento tower for Victor 23 at 10,000 feet.

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[redacted] recalled that initially after receiving descriptive data from hostess [redacted] they radioed the company for any likely suspects or modus operandi and the company furnished the name of [redacted] who had previously been arrested for being intoxicated and was suspected as a possibility of being the hijacker.

[redacted] stated that departure from Seattle was made at 7:36 p.m. and at approximately 8:05 p.m. he called the hijacker on the intercom, inquired whether he could hear and whether there was anything they could do for him. The hijacker responded in the negative and the crew then decided that the hijacker was on board for the duration and they decided against any more tests or contacts with him until after they arrived at Reno, Nevada. Upon approaching Reno Airport, they tried to contact the hijacker with no response and they notified their company of same.

[redacted] stated that approximately 5 to 10 minutes after the last contact with subject at 8:05 p.m., they heard and felt an oscillation of the aircraft and commented at the time that the hijacker could have departed, causing the unusual vibration since there had been no change in flight altitude, speed or any other external force which would account for this sudden oscillation. They telephoned the company [redacted] in Minneapolis shortly thereafter, and stated that the oscillation, which could have been the hijacker's departure, would have occurred between 8:05 p.m. and their call to [redacted] 5 or 10 minutes later, the exact time which would be recorded in the company log.

b6
b7c

[redacted] stated that they had not yet reached Portland proper but were definitely in the suburbs or immediate vicinity thereof.

LV 164-60

[] added that the stipulations made for the reception of the aircraft at Reno, Nevada, were based on the same instructions that the hijacker had previously furnished prior to the landing at Seattle and no member of the crew departed from the cockpit to check on the presence of the hijacker following the arrival in the compartment of hostess [] who had locked the door behind her.

b6
b7c

[] added that it had not occurred to them at the time, but they could have pinpointed their exact location at the time the oscillation was felt and admitted that the crew had emergency exits from the pilot's compartment via the windshields and a rope ladder. Conceivably, following the departure of the passengers and during one of the periods that hostess [] was off the plane obtaining the parachutes, the remainder of the crew could have vacated the aircraft leaving the hijacker on board alone.

FEDERAL BUREAU OF INVESTIGATION

Date 12/1/71

WILLIAM A. SCOTT, residence 262 Peninsula Road, Minneapolis, Minnesota, telephone Liberty 5-5524, was interviewed at the Reno Airport, Reno, Nevada, on the late evening of November 24, 1971, and early morning hours of November 25, 1971. He advised that he was the captain on Northwest Airlines Flight 305.

Captain SCOTT advised that he was present during the interview of all of his crew members and that events, as supplied by them, were correct to the best of his recollection and he had no pertinent additional information to provide at this time. He added that he personally had no direct contact or observation of the hijacker and was, therefore, unable to provide a physical description.

On 11/24/71 at Reno, Nevada File # LV 164-60 - 150
by SAC HAROLD E. CAMPBELL, JR. and
SA H. E. HINDERLITER, JR. (HEH:clh) Date dictated 11/30/71

SE 164-81

NORTHWEST AIRLINES EMPLOYEES AT PORTLAND

FEDERAL BUREAU OF INVESTIGATION

December 3, 1971

Date

1

[redacted] Northwest Orient Airlines. was interviewed by SA KARL B. MC LEOD and SA [redacted] and furnished the following information.

b6
b7c

At approximately 2:00 p.m., November 24, 1971, a white male came up to him in regular rotation in a long line of customers and said something to the effect, "Can I get on your flight to Seattle?" [redacted] noticed no nervousness or fidgeting. [redacted] asked if he wanted one way coach and he said "Yes." The white male paid with a \$20 bill, probably using his right hand in paying for the fare. The source of money from his pockets was not noted. When asked his name the white male said "COOPER, DAN COOPER". When asked if he had baggage, he said "No." It was not noticed whether or not he was carrying anything. After receiving instructions to flight area, the white male departed from the ticket counter area, his direction was unnoticed. [redacted] said he has never seen the male since.

The white male was described as follows:

| | |
|--------------------|---|
| Race | White |
| Sex | Male |
| Nationality | American |
| Age | Mid 30's, possibly older |
| Height | 5'10" or 5'11" |
| Weight | 180 pounds |
| Build | Medium |
| Characteristics | Soft voice, Not noted wearing glasses |
| Complexion | Slight darker, possibly Olive |
| Hair | Dark, no gray noted |
| Clothing | Dark clothing, but only recalled what he believed to be a casual jacket, headwear was unnoticed |
| Overall impression | Laboring type man as opposed to office worker. |

[redacted] was unsure if he would recognize the man again as this man was one of many he handled that day.

b6
b7c

The \$20 bill was co-mingled and unavailable.
On 11/24/71, Portland, Oregon File # PD 164-41

SA KARL B. MC LEOD and
by SA [redacted] :tan Date dictated 12/1/71

- 66 -

FEDERAL BUREAU OF INVESTIGATION

1Date November 26, 1971

[redacted] Northwest Orient Airlines, Portland International Airport, residence [redacted] Portland, telephone [redacted] furnished the following information concerning the events prior to the hijacking of Northwest Flight 305 from Portland, Oregon, to Seattle, Washington, on November 24, 1971:

b6
b7C

He was on duty [redacted] for Flight 305 on November 24, 1971. He could not recognize any of the passengers by name, as he handles on a daily basis thousands of names. However, he remembers one particular individual who stood out in his mind. It was raining at the airport that date and all the passengers were making comments and jokingly stating they were going to have to run through a great deal of rain in order to board Flight 305 to Seattle. The only individual who was not mixing with other passengers and joking about the rain was a man whom he described as a white male, age 50, height 6'1" plus, 175 to 180 lbs., slender build, with black wavy hair, smartly dressed, wearing a black raincoat and carrying a black attache case.

[redacted] stated he has a habit of noticing individuals dressed in black and this was the reason he remembers the above-described individual. The man described above had a "blah" attitude and was quite unaffected by the inclement weather conditions prevailing at the time, which noticeably bothered the rest of the passengers.

b6
b7C

[redacted] is not sure whether he would recognize the individual described above if he were to see him again.

On 11/24/71 at Portland, Oregon File # Portland 164-41

by SA [redacted] /dj1 Date dictated 11/26/71

b6
b7C

- 67 -

SE 164-81

PASSENGERS

FEDERAL BUREAU OF INVESTIGATION

Date November 29, 1971

On November 24, 1971 [redacted]
[redacted] Washington, telephone [redacted] was
interviewed in [redacted]
[redacted] Seattle, Washington. He stated
he is [redacted]
[redacted] Seattle, Washington,
telephone [redacted]

b6
b7C

[redacted] boarded Northwest Airlines Flight 305
at Portland, Oregon on November 24, 1971 at approximately
2:45 p.m. [redacted] passenger
to board the aircraft. He believed he had seat [redacted] which was
an aisle seat on the port (left) side of the aircraft in
the rear.

He stated that he did not realize that this air-
craft was being hijacked until it landed at the Seattle-
Tacoma Airport, Seattle, at approximately 5:50 p.m., to the
best of his recollection. He recalled that when the aircraft
first approached Seattle the pilot announced that there would
be a delay in landing due to some mechanical difficulty and
that he would have to circle the field to burn up the fuel.
This would take about half an hour. However, the aircraft
circled for a much longer period and while [redacted]
felt that something was amiss, he did not consider that the
aircraft was being hijacked.

b6
b7C

During the flight he had noticed a man seated in
a window seat on the starboard (right) side of the aircraft
to [redacted] rear. A brown haired stewardess, name
unknown, was seated by this man all the time. The stewardess
had the aisle seat. [redacted] thought this was strange.
The stewardess said not to look at the man, but [redacted]
said he managed to turn back and look at the man twice, who
stayed slouched down in his seat. He never saw the man
stand and never heard him speak. He did not see that the
man had any packages with him. The name of this stewardess
is unknown to him.

At about ten minutes before the announcement was

On 11/24/71 at Seattle, Washington File # SE 164-81

by SA [redacted] :kd1 Date dictated 11/26/71

b6
b7C

2
SE 164-81
CNG:kdl

made that there would be a delay in landing at the Seattle-Tacoma Airport, [] rose to go to the bathroom and started toward the one on the starboard side, but the stewardess, above, told him to use the one on the port side which he did.

b6
b7C

After the aircraft landed, the passengers in the rear of the aircraft were told to move forward, but since [] of the above man, he stayed in his seat. [] person to this man, except for the stewardess.

After the landing he noticed a blonde stewardess, one of the in flight stewardesses, carrying a money bag about two feet tall. He did not see her give it to the man. [] said there were three stewardesses on the flight, the one blonde and two brunettes.

b6
b7C

He said that he heard some parachutes had been brought on board but he did not see them.

When the passengers got off the aircraft by the forward door, the above man stayed on board. [] said he had not seen this man board the aircraft but remarked that he, [] was the last passenger on board at Portland.

b6
b7C

[] described the above man as follows:

| | |
|------------|--|
| Name | Unknown |
| Race | Caucasian, believed to be of Mexican-American descent with possibly some American Indian blood |
| Sex | Male |
| Age | About 35 years |
| Complexion | Swarthy |
| Hair | Jet black, wavy, marcelled, greasy patent leather sheen, combed back at slight angle to the right, slight part on left, combed close to the head, slightly receding in front |

3

SE 164-81
CNG:kdl

Eyes

Unknown; man wore dark glasses
with very dark horn rims

Height

Man remained seated; believed
to be short, maybe 5'9"

Weight

165 lbs. (estimate)

Clothing

Reddish brown suit coat with wide
lapels, color was unusual, more
of a russet color; light or
neutral colored shirt; contrasting
necktie, medium to dark color;
other items of clothing unknown.

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription November 27, 1971

[redacted] residence - [redacted]
[redacted] Seattle, telephone number [redacted] office -
[redacted] Seattle, telephone
number MA 4-5224, provided the following information:

b6
b7C

[redacted] advised that he boarded Northwest (NW) Flight #305 at Portland, Oregon, destination Seattle, Washington, on November 24, 1971. About ten minutes out of Portland, [redacted] observed a male seated on the last row, left side, middle seat, who he described as follows:

| | |
|------------------|---|
| Sex: | Male |
| Race: | Caucasian |
| Hair: | Dark |
| Complexion: | Dark |
| Age: | Approximately 35 |
| Height: | 5'10" |
| Weight: | 150 pounds |
| Build: | Medium |
| Characteristics: | Average facial features, no moustache or beard |
| Clothing: | Wearing a dark jacket like a blazer and a sporty vest beneath |

[redacted] stated that he became suspicious of this individual shortly after takeoff because of his continual contact with a stewardess named [redacted] (Last Name Unknown). [redacted] talked on the phone much of the time and frequently conferred with the hijacker. Shortly after takeoff an announcement was made that everyone was to remain in their seats due to a mechanical problem which would require some time to correct.

b6
b7C

During the time the plane circled Sea-Tac Airport [redacted] who was seated about [redacted] rows in front of the hijacker, went to the restroom in the rear compartment several times. Upon emerging from the restroom on one occasion, [redacted] found himself blocked in the aisle.

[redacted] was blocked by [redacted] and a male wearing a cowboy hat. The cowboy was "hassling" [redacted] for information

Interviewed on 11/24/71 at Seattle, Washington File # SE 164-81

by SA LOUIS M. HARRIS, JR./rmh Date dictated 11/26/71

SE 164-81

2

about the mechanical difficulties and generally being a nuisance. The hijacker seemed to enjoy the situation at first but became irritated and told the cowboy to go to his seat. The cowboy paid no notice of the hijacker and continued hassling [redacted]. Finally, [redacted] talked the cowboy into returning to his seat.

b6
b7c

[redacted] observed the hijacker a number of times during the flight but did not see a gun, bomb, suitcase, or baggage in his possession, nor did [redacted] observe the hijacker threaten [redacted] or any passenger at any time. [redacted] only heard the hijacker when he spoke to the cowboy but did not feel that the hijacker's speech had any particular characteristics.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/26/71

CORD HARMS ZRIM SPRECKEL, home address Route 2, Box 738, Vashon Island, Washington, home phone 463-2589, furnished the following information:

SPRECKEL stated that he boarded Northwest Flight #305 at Portland, Oregon. He said that he sat on the left-hand side of the plane in the row of seats second from the rear of the plane. He said that the man who he believes was the hijacker of the plane was sitting on the right-hand side of the plane in the last row of seats.

SPRECKEL said that he first was aware of some problem about ten minutes after takeoff. He said at that time a dark-haired stewardess came from the front of the plane and handed a note to a blonde-haired stewardess who was sitting in the seat next to the hijacker. He said that the dark-haired stewardess then returned to the front of the plane and the blonde stewardess got up and went to the phone at the rear of the plane.

SPRECKEL said that while in flight the pilot made several announcements that they were experiencing mechanical difficulty. He said that he was suspicious when the plane circled over Seattle for about two hours. He said that during this time the blonde-haired stewardess who was seated next to the hijacker, made numerous phone calls from the rear of the plane. He said that during the period when the plane was circling Seattle he left his seat and moved to a seat several rows forward.

SPRECKEL said that when the plane made its landing approach, the pilot announced that they were about to land and due to mechanical problems it was "emphatic" that the passengers remain in their seats with seat belts fastened until the pilot advised otherwise.

SPRECKEL said that after the plane landed the blonde stewardess, who had been sitting next to the hijacker, got up and went forward and out of the forward exit of the plane. He said she returned through the same door after several minutes carrying a package which was made of off-white canvas. He said

Interviewed on 11/24/71 at Seattle, Washington File # SE 164-81

by SA [redacted] /rmh/klb Date dictated 11/26/71

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SE 164-81

that the package was about two feet by one foot by one and one-half feet in dimensions. He said that the stewardess took the package back to the hijacker and then the passengers were instructed to deboard.

SPRECKEL said that sometime during the flight the hijacker put on a pair of dark sunglasses.

SPRECKEL described the hijacker as follows:

| | |
|----------------------------|--|
| Race: | White |
| Sex: | Male |
| Age: | 50 years old |
| Height: | 5'10" |
| Build: | Medium-heavy |
| Hair: | Dark brown or black hair parted on left side |
| Facial Characteristics: | Square jawline |
| Dress: | Dark suit and tie, wearing no hat; wore dark sunglasses. |

SPRECKEL said that he could recognize the hijacker again.

FEDERAL BUREAU OF INVESTIGATION

Date November 30, 19711

[redacted]
 [redacted] Washington. was interviewed at [redacted]
 [redacted]

b6
b7C

He advised that he boarded the plane in Portland, Oregon and sat in [redacted] on the left side of the aircraft. The subject sat [redacted] in the middle seat. The subject was not noticed until he spilled a drink. Immediately after the drink was spilled, a dark haired stewardess talked to the subject and it appeared that they filled out a form. Later in flight, a blonde haired stewardess sat with the subject and talked to him. The subject boarded after [redacted] left Portland, Oregon.

[redacted] described the subject as follows:

| | |
|----------------|--|
| Sex | Male |
| Race | White |
| Hair | Dark (no gray hair) |
| Characteristic | Sagging chin |
| Height | 5'9" - 10" |
| Build | Medium |
| Apparel | Black raincoat, brown shoes, dark pants |

The subject had a sack and a briefcase which he kept putting his left hand in and out of. The subject appeared to be cool and casual.

On 11/24/71 at Seattle, Washington File # SE 760-81

by SA [redacted] :kd1 Date dictated 11/30/71

b6
b7C

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FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 11/26/71

[redacted]
[redacted] Washington, telephone [redacted] provided the following information:

b6
b7C

She was a passenger on Northwest Airlines, Flight 305, boarding the flight in Portland, Oregon and sitting on the plane [redacted] in front of the hijacker on the right side of the plane, looking forward.

[redacted] advised that a few minutes out of Portland, she observed one of the stewardesses conversing with the hijacker. She stated that this stewardess sat beside this man throughout most of the flight and that she did talk on the intercom apparently to the captain at various times through the flight. She advised that she recalled this man was sitting in the middle seat of the right rear row with the stewardess sitting next to him on the isle side.

She advised that upon landing in Seattle, the hijacker got up from his seat and went into the restroom at the rear of the plane. He remained there for about one minute and then returned to the same seat which he had occupied throughout the flight.

[redacted] advised that the hijacker was wearing large sunglasses and an overcoat. She advised that he had dark hair and a narrow face. She advised that when he exited the restroom and returned to his seat, he was carrying a dark colored attache case on its side in both arms. She stated that on top of this case was a package which appeared to be a yellow paper bag. She described this bag as being approximately four inches high and being about two inches shorter than the width of the attache case.

b6
b7C

Interviewed on 11/24/71 at Seattle, Washington File # Seattle 164-81

by SA [redacted] (A)/jlb Date dictated 11/26/71

b6
b7C

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- 2 -

SE 164-81
RLF:jlb

[] advised that she was quite certain she could not identify the hijacker if she saw him again as she did not get a good look at his face.

b6
b7c

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 12/3/71

1 [redacted] phone [redacted] a passenger on Northwest flight 305 on November 24, 1971, provided the following information:

b6
b7C

After the airplane landed in Seattle, she observed the hijacker leave the seat in which he was seated and proceeded to the restroom at the rear of the plane. He remained there for about a minute. When he returned from the restroom, she observed the hijacker carrying a dark colored attache case in both of his arms. The case was on its side. On top of the case was a bag.

[redacted] described this bag as follows:

b6
b7C

Approximately 4" deep, width and height approximately the same as the width and height of the attache case. The bag was of cloth composition, possibly manila or burlap. The bag was of a light color, possibly very light yellow and possibly with a very light pink tinge. [redacted] stated that she thinks the bag was fairly smooth on the side which was up. [redacted] stated she did not, at anytime, see what was in the bag. She has no idea what was in the bag.

Interviewed on 12/2/71 at Bellevue, Washington File # SE 164-81

by SA [redacted] slb Date dictated 12/3/71

b6
b7C

SE 164-81

INTERVIEWS WITH PASSENGERS

SE 164-81

Records of Northwest Airlines (NWA) reflect that Flight #305, which originated in Washington, D.C., with stops at Minneapolis, Minnesota; Great Falls, Montana; Missoula, Montana, Spokane, Washington and Portland, Oregon, left Portland, at approximately 2:58 PM on 11/24/71 with 36 passengers and a crew of six, including the pilot; two male officers and three stewardesses. Seventeen of the passengers boarded at Portland.

When the plane landed at Seattle-Tacoma International Airport (Sea-Tac), on the afternoon of 11/24/71, at 5:46 PM, all of the passengers with the exception of the hijacker, who remained on board, were taken by bus to the NWA lounge in the airport, Concourse B-2, where they were interviewed by FBI Agents.

It is noted that the manifest showing the boarding of Portland passengers, listed a total of 20, which included [redacted] Interview with [redacted] [redacted] reveals that he is in the [redacted] and had confirmed space from Portland to Seattle, but that [redacted] actually boarded the flight at Spokane, where they had been on standby.

b6
b7C

1

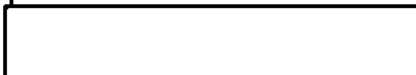
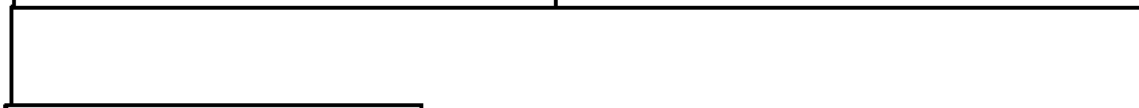
FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/29/71

On November 24, 1971, [redacted], Northwest Airlines, Portland, Oregon furnished to Special Agent [redacted] Federal Bureau of Investigation, by telephone, the following list of passengers who boarded Northwest Flight 305 on November 24, 1971 at Portland. Special Agent [redacted] was then located at the Northwest Airlines Passenger Service Office, Room 123, Seattle-Tacoma International Airport, Seattle, Washington.

b6
b7Cb6
b7C

COOPER, DAN

Interviewed on 11/24/71 at Seattle, Washington File # SE 164-81by SA [redacted] md Date dictated 11/28/71b6
b7C

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 11/30/71

On November 24, 1971, Special Agents (SAs) [] met a Western Tours Bus bearing passengers who had recently deplaned from Flight 305 at Concourse B2 of the Seattle-Tacoma Terminal. The Agents boarded the bus and identified themselves as Special Agents of the FBI to a Port of Seattle Police Official and an Airline Official who were standing in the doorway. These officials then left the bus.

SAs [] then identified themselves to the passengers of the bus. SAs [] then determined that there were 35 passengers on the bus plus the driver, []

SA [] took a verbal roll call of all passengers who boarded at Portland. Nineteen passengers answered when their names were called. No one answered when the name D. COOPER was read.

SA [] then requested the passengers leave the bus and proceed to the VIP Lounge immediately adjacent to the B2 entrance where they would be interviewed by FBI Agents. The passengers then exited the bus and proceeded to the lounge.

Interviewed on 11/24/71 at Seattle, Washington File # SE 164-81-500

by SA [] (A):RLP/md Date dictated 11/26/71

SE 164-81

Interviews with passengers reflected that the following passengers had observed the hijacker and the results of their interviews are set forth elsewhere in this report in the section "Interviews with Witnesses:"

Names and Addresses
of Passengers:

A rectangular box with a black border, used to redact information, likely a name and address.

CORD HARMS ZRIM SPRECKEL,
Route 2, Box 738,
Vashon Island, Washington

A rectangular box with a black border, used to redact information, likely a name and address.

Boarded at:

Portland, Oregon

Portland, Oregon

Portland, Oregon

Portland, Oregon

Portland, Oregon

b6
b7C

The remaining passengers were interviewed and all advised that they were not aware that a hijacking had taken place and attributed the delay in the flight to the reason announced by the pilot, indicating that he had experienced mechanical difficulty. The names of the passengers are as follows:

LOGS MAINTAINED BY NORTHWEST ORIENT AIRLINES
AT SEATTLE, WASHINGTON AND MINNEAPOLIS, MINNESOTA

At Seattle, Washington

- A. Teletype logs maintained by Ground Operations, Seattle-Tacoma International Airport.
- B. Handwritten logs maintained by [redacted] at the Office of NWA Operations, Seattle-Tacoma International Airport. b6 b7C
- C. Handwritten logs by [redacted]
[redacted]
[redacted] b6 b7C
- D. Handwritten logs maintained by [redacted]
[redacted] NWA at Seattle-Tacoma International Airport. b6 b7C

At Minneapolis, Minnesota

- A. Logs maintained at Flight Operations Office, Minneapolis, by [redacted]
[redacted] Director of Flight Operations. b6 b7C

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/30/71

[redacted]
[redacted] Northwest Airlines, Seattle-Tacoma International Airport, made available on the night of 11/24/71, a portion of the Ground Radio Teletype Log which had been recorded during the hijacking of Northwest Airlines Flight #305.

b6
b7c

[redacted] obtained the tape from [redacted]
[redacted] of Northwest Airlines, who removed the tape from a teletype machine at Northwest Airlines Ground Operations Concourse C, Seattle-Tacoma International Airport.

This log is maintained as part of a roll printed on a teletype machine and the particular portion relating to the hijacking has been xeroxed in sheet form and is set forth as pages of this document.

The original log has been edited to exclude all traffic of Northwest Airlines, except that pertaining to the hijacked Flight 305. Further, since the log is maintained in Greenwich Time, it has been converted to Pacific Standard Time (PST) (Seattle time), to facilitate reading the various logs involved in this matter.

Interviewed on 11/24/71 at Seattle, Washington File # 164-81

by SA CHARLES E. FARRELL/klb Date dictated 11/26/71

- 88 -

11/24 01
305 OUT PDX 2253/2258 ETA SEA 2336 18.5
RB
KC2307CK

3:07 PM, PST

11/24 01
305 PSGR ADV IS HIJACKING ENRTE TO EA
STEW HAS BEEN HANDED NOTE REQST 2HND THSD
AND KNAPSACK BY 5PM SEA THIS AFTNN
WANST 2 BAK PAK PARACHUTES
WANTS MONEY IN NEGOTBL AMERICAN CURRNCY
DENONMINATION OF BILLS NOT IMPORATANT
HAS BOMB IN BRIEF CASE AND ILL USE IT IF
ANYTHING IS DONE TO BLOCK HIS REQUEST
ENRTE TO SEA
KC2313CK

3:13 PM, PST

11/24 11/24 01
305 AFTR LANDG IN SEA REQ NO ONE MEET
ACFT TO HINDER DO NOT WANT ANY FBI
AGENTS OR ANYONE TO EET ACFT
WILL PARK ACFT OTHER THAN GATE DO NOT
WANT ANYONE TO PRCH CFT FROM ANY DIRECTNS
WIL ADV LATER INSTRCTNS DO NOT WANT ANY
EQUIP AT ACFT
R
KC2315CK

3:15 PM, PST

11/24 01
305 ADV THE PSGR THAT IS HIJACKING THE FLT
BRDD AT PDX
MSPXR 2320CK

3:20 PM, PST

11/24 01

305 APRCHG LOFALL INTSXN ON 307 DEG DRL SEA
WILBE HLDG TIL SUCH TIME AS THE MONEY AND
PARACHUTES ARE AVBL WIL REQ FUEL TRUCK TO
BE STANDG BY ALSO GRND VEHICLE TO TAKE
THE PSGRS OFF AND RETURN THEM TO TRMNL
RB

3:26 PM, PST

KC2326CK

11 240

305 THE INDVDL IS NOT IN THE COCKPIT
SO IF COMP WANNTS TO TALK TO US ITS OK
RB

3:44 PM, PST

KC2344CK

11 240.

305 AS SOON AS HIS DEMANDS ARE MET HE WILL
RELS THE PSGRS HE ALSO REQST MEALS FOR
THE CRW UT FUTURE DSTN NOT YET ADVZD
MSPO R

305 NAME OF MAN UNKNOW ABT 6FT 1 INCH HIGH
BLACK AIR ARXXX AGE ABT 50 WHGT 175 LBS
BRDD AT PDX

MSP FLT OPNS OK

3:54 PM, PST

KC2354CK

11 2401

SEADD -ARE IN CTC WITH LOCAL BANK AND
ARRANGING FOR THE MONEY ND WILL HAVE
THE TWO CHEST PACKS SOON ALREADY HAVE
THE TWO BACK PACKS

305 R WIL ADV PSGRS HAVE HAD SLIGHT
MECHCL DIFF WIL NOT ADV THE REAL NATURE
OF THE PROBLEM YET

SEADD R

3:57 PM, PST

KC2357CK

11/24 01

305 DID NOT ADV ATC OF THIS PROBLEM
REQ SEADD ADV ATC OF OUR PROBLEM
THEY TREATING US OK

MSP RB

KC2358CK

3:58 PM, PST

11/24 01

MSP FLT OPNS SUGGEST U SQUAWK 3100 NOW
305 R WILDO

KC2359CK

3:59 PM, PST

11/25 01

SEADD EVERYTHING REQSTD SHUD BE AVBL
AT 1700

305 R WIL TAKE I SOONER IF AVBL

SEADD 4

305 THE HIJAKER IS ADVIZING THAT IFNTHING
TO HINDER THINGS WIL DEF IGNITE

THE BOMB HAVE 6 CREW MEMBERS ABRD

SEADD R

KC0012CK

4:12 PM, PST

11/25 01

SEADD DO U KNOW WHERE HE WQNTS TO GO AFTR
REQUEST MADE AND REFUELD

305 NEG HAVE ASK HIM ONCE AND SO NOT
WANT TO ASK HIM AGAIN

SEADD CAM BRING OUT THE MANUALS TO ALASKA
IF U THINK SO

305 WUD SUGGEST WAIT TO SEE WHERE HE WANTS TO
GO

SEADD R

KC0014CK

4:14 PM, PST

11/25 01
305 13 11 2485
305 HE HAS WRITTEN OUT HIS REQ
WHEN WE HAVE BEEN ASSIGNED ON FIEL
FUELING TO COMMENC ON ENC SHUTDOWN
AT APPROX SAME TIME THE MONEY IS TO BE
BROUGHT TO CDT XXX CDFT THE AXXX
INDVDL WHO HAS THE MONEY SHUD HXXX MAKE
HIMSELF KNOWN THE STEW WILL COME DOWN AND
MEET THE INDIVIDUAL WITH MONEY BUT DO NOT
COME ON ACFT TIL LTR ADVZD PSGRS WILL
BE ALLOWED TO DEPLANE AFTR THAT

4:16 PM, PST

KC0016CK
11/25 01
MSP FLT OPS ADV HIJAK MONEY ON WAY
CUMIN FROM DOWNTWN SEA BANK BE THERE APPROXP
5PM ALL OTHR REQ WIL BE HONERD 5P
WIL USE [] AS COURIER SAS XXX AS THE
COURIER TO BRING THE MONEY ND THE
CHUTES

b6
b7c

305 R
MSP FLT OPNS DONT WANT ANYONE ELSE BUT []
[] TO GO OUT THERE AND BE THE COURIER
ONLY ONE TO GO TO HE ACFT

4:24 PM, PST

305 R
KC0024CK

11/25 01

11/25 01
305 HE UNDERSTAND THE MESSAGE AND OPEN
TO ANY NR OF VEHICLES AS NEEDED AS LONG
AS NO FUNNY STUFF
MSP FLT OPNS R
305 R JUS NORML APRCH TO ACFT BY OTHER
VEHICLES IS OK
MSP FLT OPNS R
KC0038CK

4:38 PM, PST

11/25 04

EPT HS SAYS AGAIN TO HAVE FUELING TO BEGIN
AS SOON AS ACFT HAS COME TO STOP

CQN ABV IS FLT 305

MSP

R

4:39 PM, PST

KC0039CK

11/25 04

MSP FLT OPNS DO NOT HAVE UR UNIFORM ON
WHEN U GO O PLANE

[REDACTED] SEA OK JUST HAVE A TAN RAINCOAT
AND SLACKS

305 R

4:40 PM, PST

KC0040CK

b6
b7C

11/25 04

MSPP FLT OPNS THE PSGR THAT BRDD AT PDX
HAD PREVS ARREST FOR DRUKENESS

805 R

4:45 PM, PST

KC0045CK

305 R

11/25 04

MSP OPNS MR NYROP ADV ALL POLICE AND FBI
THAT NO ACTION IS TO BE TAKEN ON THEIR PART
[REDACTED] ALSO TO BE MADE AWARE OF THAT FACT

305 RB

4:51 PM, PST

KC0051CK

b6
b7C

11/25 01

[REDACTED] WAITING FOR THE CHUTES FROM MCCHORD
HAVE MONEY WITH [REDACTED] AND ASS SOON
AS THE CHUTES ARRIVE WILL BE EADY TO
GO TO ACFT NOW LEAVING SEADD THE MONEY
IS AT LOAD CONTROL

305 R

KC0053CK

4:53 PM, PST

b6
b7C

11/25 01

305 WILL MAKE APRCH NOW THE AREA SHUD
BE SECLUDED BUT LIGHTED AREA TO PARK
SEAD D NO KLXXX LITES IN THAT AREA
BUT WILL CHK FOR LITES

305 R

KC0055CK

4:55 PM, PST

11/25 01

SEADD [REDACTED] TALKING NO LITES IN THAT
AREA HE WANTS TO PARK ASK HIM IF OK TO
PARK IN A LIGHTED AREQA
305 R WIL ASK HIM

KC0058CK

4:58 PM, PST

11/25 01
SEADD [] STATE PATROL BRING THE CHUTES
TO APRT NOT TRYING IN NO WAY TO STALL HI M
305 R AS SOON AS WE STOP WANT S THE FUEL TO
START AND STEW WIO GO OUT AND PICK UP THEP
MONEY THEN PSGRS CAN DEPLANE NO ONE ELSE
TO COME ON BOARD MONEY BEING PICKED UP
FROM MORE THAN ONE BANK DONT HOLD ALL THE
MONEY YET BUT IT HAS BEEN PICKED UP AND IS
ON WAY
305 R HIS REQ FOR PARKING CUMIN UP NOW
KC0101CK

5:01 PM, PST

b6
b7C

11/25 01
305 OK TO USE LIGHTED AREA
ROLL OO 16R TAKE RITE TURN
OR CAN STAY RITE ON RNWY IF WANT TO
SEADD [] R
305 WILL PLAY IT BY EAR ON IN
SEADD R
KC0104CK

5:04 PM, PST

11/25 01
305 MUST HAVE MONEY FUEL TRUCK AND STAIRS
AS SOON AS WE LAND
SEADD O WIL CHK IT
305 R
KC0105CK

5:05 PM, PST

11/25 01
SEADD [] MONEY IS AT APRT ITNIXXX ITHIN
CQN WITHIN NEST TEN MINS SHUD HAVE THE TWO
OTHER CHUTES
305 R
KC0107CK

5:07 PM, PST

b6
b7C

11/2501

305 OK TO HAVE THE MAPS AND CHARTS AVBL
AT ACFT AFTR WE LAND
SEADD OK WIL HAVE A AND B CHARTS
WHICH ARE INTNTNL CHARTS
MSP FLT OPNS TAKE THE WOLE SET OF CFARXXX
CRAFT MAPS WITH YOU
SEADD R
KC0116CK

5:16 PM, PST

11 2501

305 HE GETTING VERY IMPATIENT FOR THE CHUTES
WILHV TO COME UP WITH THEM PRETTY QUICK
SEADD THE CHUTES SHUD BE HERE ANY MINUTE
NOW AS SOON AS ARV WILL PIC K THEM UP AND
BE ON WAY
305 HE HAS INQUIRED 3 TIMES NOW ABOUT THE
CHUTES HE IS NOT ACCEPTING THE FACT THAT THEY
ARE NOT AVBL LOCALLY
SEADD R ASSURE HIM TIS SO
KC0122CK

5:22 PM, PST

11/25 01
SEADD [] HAVE THE 2 BAK PAKS AND HAVE
THE MONEY IF CAN LAND NOW WXXX AND COME BACK
AND GET THE TWO CHUTES WHEN EHEY ARRIVE
AND LET PSGRS OFF ETC WIL DO
305 R WILCHK
KC0125CK

b6
b7C

5:25 PM, PST

11/25 01
305 HE FULLY AWARE THAT TCM IS 20 MI AWAY
SEADD [] THE CHUTES ARE HERE NOW
AND WILL PICK UP THE MONY AND OTHERPACKS AND
BE ON MY WAY
305 JUS A MIN
KC0126CK

5:26 PM, PST

11/25 01
SEADD EVERYTING HAS ARVD AND [] IS
ON WAY WITH ALL OF IT
305 WILL EGIN OUR DSNT NOW
SEADD R
KC0130CK

b6
b7C

5:30 PM, PST

11/25 01
MSP FLT OPS DONT HURRY O MUCH SO ALL OW
ACFT TO GET OUT THERE
305 R
KC0130CK

5:30 PM, PST

11/25 01
MSP FLT OPNS CQN DONT HURRY TO MUCH MUST AL
ALLOW THE ACFT TO GET THERE FIRST
SEADD R
KC0131CK

5:31 PM, PST

DB Cooper-391

11/25 001

305 ABT 5 MI OUT ON FINAL
SEADD R EVERYTING IS READY FOR UR ARVL
305 R
KC0137CK

5:37 PM, PST

011/25

MSP FLT OPNS ANY WORK YET
SEADD THE FLT IS ON GRND AND THEY AREP
MAKING PREPARATIONS TO HOOK UP THE UELING
TRUCK THE HIJACKER IS IN THE LAV ND THINK
WIL STAY THERE OR A WHILE
KC0147CK

5:47 PM, PST

11 2501

305 WE HAVE INSTRCTNS FROM THE INDVDL
WANTS NRI GG TO MEXICO CITY
2 TO FLY WITH GEAR DOWN ND FLAPS AT 15 EGDEG
AFTR UNDERWAY ALL LITHGHTS TO BE TURND OUT
IN ACFT
CANNOT LAND IN US FOR FUEL OR OTHER REASON
NO CREW MEMBER IS TO GO AFT OF F C CURTAIN
MSP FLT OPNS R EVEN IF FULL TANKS U CANNOT
LAND IN MEXICO CITY

305 R HNDVEXXX AFT PSGR LOADING DOOR WILL
BE OPEN AND WILL REMAIN IN THAT POSN
AND AFT STAIRS TO BE LWRD AFTR TKOFF
MSP FLT OPNS THE DRAG WIL BE SUCH THAT U
CANNOT MAKE MEXICAN BORDER EVEN WITH
AFT STAIRS UP

305 R WIL HAVE TO NEGOTIATE WITH HIM AD
WIL HAVE TO STOP FOR FUEL

GIRLS NOT OFF YET SR GIRL STATION ON
AFT SIDE OF COKPIT IN HER ST REMAINING SEATED
2ND GIRL IN FWD R ST IN C SXN TOLD NOT
TO GET UP 3RD GIRL IS INTERMEDIARLY AND
SITTING IXXXX WITH THE INDIVIDUAL
MSP FLT OPNS THE PLANE IS OPERABLE WITH THE
AFT STAIRS XTENDED

305 R
MSP FLT OPNS JUST CANNOT MAKE IT WITH THE
FLAPS DOWN GUESS CAN GO ONLY TWO TO
2 AND A HALF HOURS AFXXX AS FAR AS CAN GO
THAT WUD BE FRISCO UNDER THAT DRAG CONDTN
305 WIL TALK TO HIM AGAIN
KC0221CK

6:21 PM, PST

DB Cooper-392

11/25 01
91 AER 08070
305 ADVZD RANGE LMTNTNS AND HE ADV
WILL ACCPT OUR WORD QUESTIONS IF CAN MAKE
PHOENIX UNDER THOSE CONDINS
MSP FLT OPNS R RECHECKING ON THAT NOW
MITE MAKE PHOENIX BUT ITS QUESTIONABLE
305 R WILL TALK TO HIM AGAIN
MSP FLT OPNS RANGE LMTD ABT 2 HOURS
ABILITY TO JUMP OUT OF A 707 WITH
A PARACHUTE ON IS NIL
305 R WIL TALK TO HIM AGAIN
KC0225CK

6:25 PM, PST

11 2501
305 HAV NOXXX NEGOTD RLS OF 2 GIRLS LVG
ANY MOMENT 3RD GIRL TO STAY ITH ACFT
WANTS HER TO MANIPULATE STAIRS FOR HIM
AFTR PLANE AIRBORNE HAVE TRIED TO TELL
HIM INXXX UNAM OPRTE STAIRS TO LWRD AFTR
TKOFF TRYING TO GET HIM TO LET US LWR
STAIRS PARTLLY FOR TKOFF
MSP FLT OPNS DONT KNOW OF ANY WAY TO LOCK
STAIRS IN INTIMIDE POSN
305 R WIL TALK TO HIM AGAIN
KC0238CK

6:38 PM, PST

11/25 01
305 READING PROPOSED PRDR SAYS STAIRS
WIL OPEN ABT 20 EG A 120 KTS IS THAT ENUF
FOR AN INDVDL TO ESCAPE ACFT
MSP WITH HIM ON STAIRS WILL PPENXXX OPEN
POSSBLY FOR HIM TO ET OUT TO GET OUT
REMAIN UNPRESSRZD BE LANDING CONFIG WITH
FLAPS SLOW TO ERTL SPEED BEFORE TRY TO
EXTEND STAIRS CQN SLOW TO THRESHOLD SPEED
TRY WITH EITHER GEAR UP AND IF UNABLE THEN
TRY WITH GEAR DOWN
KC0240CK

6:40 PM, PST

11/25 01
120 IN BZN 0209/0213 N D
01
120 OUT BZN 0234/0237 ETA BIL 0309 19000
KC0242RG
FROM BZN OPS

6:42 PM, PST

11 2501

305 OTHER TWO GIRLS LVG ACFT

MSP R

KC0244CK

6:44 PM, PST

11/2501

XXXXXXMSP

01

MSP FLT OPS HAVE NO CNTRL PROBLEM WHEN XTND
MAY BE SUM SLITE PITCHUP BUT ERY CNTRLBL
PLANE HAS BEEN FLOWN THIS WAY HAVE LARGE
BOXES OF 2 TO 3HND LBS THRU THE DOOR IN THIS
CONFIG MUST BE DOWN WITH LANDING FLAPS
SPEED NOT TO CRITCCL ANY FLAT POSN BTWN
5 AND 40 AND SPEED TO 120 KTS

DONT HAVE ANGE YET BUT WORKING ON IT

305 R FIRST TRUCK WAS NOT FULL 2ND TRUCK

CUMIN UP AND REQSTD 3RD TRUCK TO STANDY

THE 3RD GIRL IS STILL WITH HIM HE INSISTS

SHE STAY WITH HIM THE OTHER 2 GIRLS HAVE

LEFT THE ACFT

305 R WHOLE CREW IS STILL IN COKPIT DOR

IS CRACKED THE ONE GIRL IS

[REDACTED]

MSP R

305 HE SEEMS TO BE INSISTENT WITH STAIRS
IN 1 DEG

MSP IMPOSS TO TKOFF WITH STAIRS XTND BUT
FULL UTXXX UP

305 R WANTS GIRL TO INITIATE STAIRS AFTR

TKOFF SHUD WE TIE HER DOWN TO STRUCTURE

MSP R AGOOD IDEA TO TIE HER TO ACFT

305 R

KC0259CK

6:59 PM, PST

b6
b7c

11/25 04

305 SEEM TO HAVE FIXXX DIF WITH FUEL TRUCKS
2ND TRUCK PULLING AWAY HAVE ONLY 26T LBS
CQN 24T FOB SO FAR NOT SURE IF HAVE
PROBLEM WITH FUELING VALVE ON ACFT OR WITH
THE TRUCKS

MSP R UNAB ADV RE THIS BUT TRY THE 3RD
TRUCK

305 R

7:01 PM, PST

KC0301CK

11/25 04

MSP FLT OPS PRELI M RANGE INFO

SEA MEX 22HND MILES WITH GEAR DOWN

PROBLY 1THSD MILES MAX

SEA RENO WUD BE MUCH MORE REASONBLE PLAN IF

CAN ARRANGE SEA PHX MITE BE POSBL

BUT THAT HIGHLY DOUBTFUL RENO MAKES

A BETTER CHOICE FOR A WISE HIJAKER

305 R

MSP FLT OPS WITH GEAR DOWN AND FLAPS AT

15 DEG AND DOOR DOWN ADV IHIM CANNOT TAKOFF

WITH DOOR DOWN

305 R

7:05 PM, PST

KC0305CK

11/25 01

305 ADVZD HIE RANGE LIMITNS RCPTS SACCPITG
SEA RENO AS FIRS STOP FOR FUEL
ALMOST TOPPEED OFF WITH UEL ABT 5HND
LBS REMAING TO BE PUMPED
MST R SEA RENO IS ABT 5HND MILES WILL ND
OTHER STOPS OF ABOUT THAT LEG OF 5 TO 6HND
MILES

305 R WIL PLAN RENO FIRST STOP
MSP R A SECOND STOP YUMA ARIZONA ITS
87 MILES ON 076 RDL OF SAN DIEGO THE SECOND
VOR ON THE NR2 SIDE OF SAN DIEGO AND THE
DISTANCE 120 MILES INSTED OF 87 .8~3
MILES

305 R FUEL TRUCK LEFT STAIRS REMOVED
WILHV ☐ LEAVE AREA AND FWD DOOR HAS BEEN
CLOSED HE HAS AGREED TO LET US TKOFF
WITH STAIRS IN FULL URXXX UPRITE POSN AND
HE HAS JUST CALLED AND SAID GOXXX TO GET THE
PLANE ON THE ROAD

MSP R WIL ADV U MORE

305 R
KC0322CK

7:22 PM, PST

11/25 01

305 GRND CNTRL ADV MOCA TO RENO IS 15THSD

MSP R
KD0325CK

7:25 PM, PST

305 WIL BE UNPRESSRZD HE XXX AND HE HAS
SAD WE MUST STAY ELOWXXX BELOW WUL GO
XXX WUD SUSGEST GO VIA COAST THEN BAK ON
ROUTE

MSP R
305 WIL POSITION FOR TKOFF

7:27 PM, PST

KC0327CK

11/25 01

MSP TAIL RAMP WILHV TO BE RETRACTD FOR LANDING

305 R
MSP IT WOULD PREVENT ANY SUBSEQUENT TKOFF
IF U LANDD WITH DOOR DOWN

7:33 PM, PST

305 R
KC0333CK

11/25 01

22 ONEILL 32/370 ETA MSP 0420
-60 WINDS 305 SLASH 85

7:34 PM PST

KD 0334KN

b6
b7c

11/2501

MSP FLT OPS

305 OUT SEA 14 MILES ON V23 OUT SEA

HE IS TRYING TO GET THE DOOR W DOWN

STEW IS WITH US HE CANNOT GET THE STAIRS
DOWN WE NOW HAVE AN AFT STAIR LITE ON

MSP FLT OPS R

KC0342CK

7:42 PM, PST

11/25 01

305 STILL AT 7THSD FT 19 DME S V23

DUNNO NO COMMS WITH HIM BUT HAVE

AN AFT STAIR LITE

MSP FLT OPNS AFTR WHILE SOMEONE WIL HAVE
TO TAKE A LOOK BACK TO SEE IF HE IS OUT OF
ACFT

305 R

MSP IF HAVE CONT ANY DISTANCE IN THAT
CONFIG 170 IS UR INDCTD OPTIMUM SPEED

305 R

KC0345CK

7:45 PM, PST

11/25 01

MSP FLT OPNS HAVE PDX REDFBLUFF AND MEFXXX
MEDFORD AS ALTNIS

305 R

SEADD R HAVE THE WEA HERE

MSP FLT OPNS IS IT GENRLLY GOOD

SEADD ITS FOG AND HAZE

MSP FLT OPNS WIL GET IT HERE

KC0346CK

7:46 PM, PST

11/25 01

305 HLDG 160 INDCTD WHICH IS APPROX 5 KTS

ABV THE BUG HLDG 7THSD FT INDCTD 160

FUEL FLO IS 4TXXX RTXXX RTHNDXXXX 45HND

MSP FLT OPNS OK U WILL NOT BE ABLE TO GET
TO RENO IN THAT CONFIG UNLESS HE IS GONE

305 R

MSP R 170 KTS INDCTD AND HIER THE CABIN IS
THE BETTER IF U GUYS HAVE MAKES ON

305 R

KC0348CK

7:48 PM, PST

DB Cooper-397

11/25 01
305 GG TO 15DEG AND BEGINNING OUR CLIMB
MSP R
KC0348CK

7:48 PM, PST

11/25 01
MSP FLT OPS AS SOON AS REASONBLY SURE TH E MAN
HAS LEFT THE QUICKER U CAN LAND
305 R [REDACTED] SAID HE APPARENTLY
HAS THE KNAPSACK AROUND HIM AND THINKS HE
WILL ATTEMPT A JUMP
MSP FLT OPS R AFTR LVG THIS FREQ GO TO
131.8 WE HAVE DIRECT PHONE PATCH THERE
305 R
KC0354CK

7:54 PM, PST

11/25 01
MSP FLT OPS HAVE STEW DESCRIBE TO U
THE BRIEF CASE CONTENTS UNDERSTAND
RED DYNAMITE STICKS WIRE AND BATTERY
305 STEW IN BRF CASE LEFT CONRNER HAD 8
STICKES OF KXXX DYNAMITE ABT 6 INCHES LONG
AND 1 INCH IN DIAMTR TWO ROWS OF THEM
THEN A WIRE OUT OF THERE THEN A BATT LITE
A FLASHLITE BATT ONLY AS STHIK AS MY ARM
AND 8 INCHES LONG
MSP R
KC0357CK

7:57 PM, PST

11/25 01
MSP FLT OPS WHT IS ALTDE
305 NOW AT 15THSD INDCTD 160 FUEL FLOW
4000 15 DEG FLAP GEAR DOWN CQN WILL STAY
AT IXX TEN THSD TIL HE HAS LEFT
MSP FLT OPS R
KC0401CK

8:01 PM, PST

11/25 01
MSP FLT OPNS NO TERRAIN XCEES 8THSD ON THAT
RTE THEN HAVE TO GO TO TEN FIVE OR ELEVEN BTWN
RED BLUFF AND RENO IF U HAVE TO GO THAT FAR
305 R
KC0402CK

8:02 PM, PST

b6
b7c

DB Cooper-398

11/25 01
305 TTL AIR TEMP MINUS 7 DEG MACH METER
NO INDCTN
MSP FLT OPNS OK THE MACH METER WOND INDIE TIL
U GET HIER
305 R
KC0403CK

8:03 PM, PST

11/25 01
305 HAVE ATTEMPTD 2 OCCNS TO MAKE CTC
WITH INDVDL HE DID NOT APXXX EPLY
DID NOT REPLY THEN P A SYSTEM AND HE
SAID EVRYTHING IS OK
MSP FLT OPS OK
KC0405CK

8:05 PM, PST

PORTLAND

11/25 01
MSP FLT OPNS MEDFORD IS BEST CHOICE SHORT
OF RENO AND RENO MAY ECOME A IT TITE
305 R
KC0406CK

8:06 PM, PST

11/25 01
305 CHK MANUALS DONT HAVE MEDFORD APRCHP
PLATES
MSP R WILHV IT FOR U IF WE HAVE A COMM
PROBLEM THE TWR WILL GUIDE IT THRU IT
305 R
KC0409CK

8:09 PM, PST

SEADD EXXX WE GAVE HIME PLATES FOR ALL OF IT
305 R FOUND IT

11/25 04
MSP FLT OPS RENO LOLKS BETTER AS TIME
GOES BY HAS 25T OVC 12 MILES N WIND .15
GUSTY
305 R
KC0410CK

8:10 PM, PST

11/25 04
305 GETTING SOME OSCLLTNS IN THE CABIN
MUS BE DOING SOMETHING WITH AIR STAIRS
MSP FLT OPS R
KC0412CK

8:12 PM, PST

11/25 04
305 CALLED
MSP FLT OPNS GO TO 131.8
SEADD HE IS ALREADY ON THAT FREQ
MSP R WE ON HE PHONE WND WILL BE TALING
TO HIM SHORTLY
SEADD R
KC0420CK

8:20 PM, PST

11/25 04
57 BY BIL 0413/350 OAT -58 C-S
MSR GEG 0530 SHIP 377 NO MNTNC
MSP GAVE 0400Z OBS
K0424 KN

8:24 PM, PST

SE 164-31

The following log was prepared by [redacted]
[redacted] Northwest Airlines, during transmissions from
the office of [redacted] to the aircraft as well as to
the headquarters of Northwest Airlines (NWA).

b6
b7C

Log was started at 3:44 PM, Pacific Standard Time
(PST) and was concluded at 11:28 PM, PST.

DB Cooper-401

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 12/17/71

[redacted] Northwest Orient Airlines, Seattle - Tacoma Airport provided a handwritten log of radio communications between Northwest Orient Air Operations at Seattle - Tacoma Airport, Northwest Orient Air Operations at Minneapolis and Northwest Orient Flight 305 made on the evening of November 24, 1971 by Northwest Orient employee [redacted]

b6
b7c

Also made available at the same time by [redacted], were two additional logs of events which were prepared by Northwest employees. The six page log was prepared by [redacted]

A two page log which relates primarily to the [redacted] data of the flight from Seattle, was prepared by [redacted]

All three of the above-mentioned logs were made in Greenwich Mean Time (GMT). For convenience in reading these as well as other logs maintained in this case, they have been converted to Pacific Standard Time (PST) and the time has been parenthetically inserted at least once on each page of the log.

Interviewed on 12/13/71 at Seattle, Washington File # SE 164-81

by SA [redacted] jlb/klb Date dictated 12/16/71

b6
b7c

- 108 -

say altitude. - 6000'

2341 Z 305 - wire landing by:

(3:44 P.M.
P.S.T.)

not in the cockpit - nervous, but not sighted.
(has attached with bomb with electrical detonator

2355

2 back pack parachutes

2 chart packs

\$250,000 any denominations

no funny stuff

park on inactive runway

front loading bus stairs

(no other vehicles with rotating beacon) pilot says
passengers will be released when money &
charts delivered

ultimate destination will be revealed after money.

6'-1" black hair 175# 50-60 yrs old white

0608 (305) wire VFR. not planning beyond 10,000

0012

(4:12 P.M.
P.S.T.)

sticks of dynamite (thought to be) by stew

6 crew

written request: fueling on shoulder 2.

money. Beacon ident, leave with Alid, not heard

then person disembark - then parachutes on board

0024Z
(4:24 P.M.
P.S.T.)

Hochbrunn:
all reports will be handled at 17.00 L.
[redacted] will be courier, him and
fueler only. maybe also a stair driver,
can at 10 to 11 o'clock from cockpit.

b6
b7c

0030Z

black raincoat black briefcase 175th
black hair

0033Z

121.9 on frequency?

(121.7)

121.7 - will standby on that
3rd or 4th request for fueling to begin as soon
as aircraft stops.

0039Z

0040Z

0044Z

Do not have uniform on
only one person boarding arrested for
drunkness. when? -?

0050Z

[redacted] advised police & FBI no action to
be taken -

b6
b7c

0056

request lights if possible
going to land.

0101

(5:01 P.M.
PST)

arriving man where he wants to park, pass off
after fueling completed. Then when duties
are done man will go off for para. 'ater,
we'll hold until everything is.

0107
(5:07 PM
PST)

money here, short 2 charts
OK. standing by

0115 305. charts available - CRAF maps too

0124 305 Report altimeter setting

0125 chart packs not here. Will man go for
getting chart packs in about 10 mins?
will check his calling now

0128 his fully aware. McCord is 70 miles away
and... steadily.

0130 we understand everything's set and
will begin our descent.

0132 We're at 6000 we haven't started down yet.

0132 ATC - 305. cleared to 4000 - Roger

0133 ATC - H time 070 - R.

0134 ATC - dis 3000 - out of 5 for 3

0135 ATC H-110 - R out of 3500

(5:35 P.M.
PST) ATC - you will be intercepting about 7 miles
9 mi W of Park tower at Park - Roger

0137 - (5:37 PM. PST)

0138 - 5 out on final

0141 Park inbound cleared to land
Will advise - will stay on runway.

0143 (305) OK you can turn up the lights
now slowly.

0143 305 is on go 121.7

0144 will stay on Runway - at side

0145 RWY closed you can stay on if you like

0145 Do you want this time OK

305 in apt low. wants to stay there
want fuel truck only

0146 He says get fuel out here right now.

0147 ~~stop~~ want stair truck now, driver
stay in

0149 bring stairs up now.

0150 stairs in position

(5:50 P.M.
PST)

0155
(5:55 PM PST) Pass coming out now coming out now and put passengers behind car. Have maps and parachuting method. Stew coming to get chutes.

0156 One passenger coming back in! please monitor people

0157 Pass. go now - headlights off. Keep far away

0158 Another full truck + 1 standby - not able to fuel for some reason

0200 Want plans on other side of vehicle. Lpd - are you free to listen - aff! 6d Request 7700 g'(ld lites) 30 sec blink

0202 Fuel trucks on the way

0205 Moving on board

0207 move people back - stew saw red eye (6:07 P.M. PST) with wires resembling dynamite.

(6:11 PM - PST)

0211

☐ - how does that look now?

0213

he was talking about Mexico City.
what about the girls.
People ok

b6
b7C

0215

start passengers walking across Runway
Fuel Driver not sure of directions

Max 400 lbs 15 inside cabin
out no landing in U.S. no crew aft
of 1st Class aisle available aft ~~door~~
door open aft stair lowered in flight.

0224

all passengers on bus

0225

able to make Phoenix?
questionable

0237

2 girls can leave

0244

only 1 girl on now

0249

(6:49 P.M.
PST)

Meals on board more fuel ready

0250 (6:50 P.M. PST)

0251 2 first truck needs green light.
truck crossing. ok

0254 MSP no control problems

0258

- Stew on board

b6
b7c

0322 stair away, fuel away

Ad. M2A 15,000

0325 Wire going to start now

0327 He wants us to stay below 10,000
What about alt routing south then west

0328 Ready for taxi Cleared to PDX V25

M13

Sac M 100 V23

3100 G

0335 Cleared for T.O. Steps up

0338 Over to Dep. Com 121.2

(7:38 P.M.
PST)

- 115 -

DB Cooper-409

0340
(7:42 P.M.
PST)

7000 14 DME V23

Slowing to worked bridge
creeper door closed slow in creeper
no contact. Off stair light on

0344

7000 19 DME V23 air stair light.

0347

160 ~~in~~ 1AS 5 ab flap bag FF 4500:

going to 170 k 2 of 3 on Or
leaving 7000 for 10 000 150 1AS slow
climbs.

0349 Z

going to 15° flaps 155 1AS

0352 Z

Stew says he has backpack on planning
to jump. Think he's going to leave any
time. We want to give him as much
time as possible.

0356 Z

(7:56 P.M. PST) Describe case contents: Stew - brief case
left corner 8 sticks. like big fire crackers
8" X 1" 2 roll 4 each wire out of it.
(Battery. 1 like flashlight) about as thick as
my arm 8" long

0358

(7:58 PM PST)

about 1000 ft red red plastic covered wire
He kept holding onto the wire. he ~~had~~ held
wire near the things that sticking in
the padding.

0400

10000 level. 170 IAS FF 4000 ft
15° Flaps, gear down.

0402

No Mach. TAT - 7°C

0404

about 12500 might get more drops.

0405

attempted 2 times to contact, just responded
he said everything ok

0408

0410

0411

Reo looks good (weather). 305 At the present.
cabin is fluctuating playing with air stair
ford cabin later on

0422

23 DME S. of PDX 10,000 F.O.B 40,000 # FF 4000
165 IAS

0425

Reo looks good (w/)

0430 (8:30 PM PST)

have slow communication with man.

0435
(8:35 PM
PST)

MSP - ARINC - MSP have Al let get United

0438

Route plan PP → MDF → RDL → RNO - Roger

0447

MSP - SEA YUMA for second T.O. if necessary
Route needed. RNO → OAL → BTY → BLH
→ YUMA

0448

(SFO ARINC)
Next frequency will be 130.6 - Roger

0452

Over Eugene VOR 10,000' 4000 FF FOB-335
TAT-7 170 IAS Gear down 15° Flaps

0500

No contact with back for 55 minutes will try again
near Reno.

0514

MSP - ARINC - being taped - affirm.

0515

Rds check. (305)

0523

FBI feels you should communicate as much as
possible. - Roger

Crew feels he is not receptive to communications
will call before descent and ask what he needs
the stairs.

MFR

0530

(9:30 P.M. PST) Over HDT 10,000 TAT-5 IAS 170 Flaps 15 Gear
Icing throughout engine icing on Wing A1 on

occasionally, $3/8"$ on window $1"$ to $3"$ on wing. F.O.B 27,500 FF 4000 pph

0534 Stay on 131.8 until RBL then 130.6
(9:34 PM PST)

0535 Try to negotiate clear A/C to Mexico City
B.O. 32000 at 12350 LRC

0538 Recd 11000' RBL \rightarrow RNO slowly lower cabin
Temp slowly. Cabin temp 60° at present

0540 Cool cabin appreciably will slow bus reflexes
Roger;

0542 (United 4331 relay) Suggest slow climb to 11000 ASL.
Roger have started the climb.

0550 Rdo ck OK Level at 11,000 in the clear. Losing
ice - off windshield TAT - 1

0554 58 DME 32.5° R RBL 10000 F.O.B 22000

CSE will provide vectors RBL \rightarrow RNO
(MCP) Big Problems if you land in Mexico other than Mex
Yoma ok perhaps

0559 10 aft door site on - Affirm. Entry & airstair
(9:59 PM PST)

Try to negotiate
0602 Will guarantee safe delivery with clean A/C
(10:02 PM PST) Roger

to ARINC
0607 (MSP) Need time to arrange phone patch, plz give
5-10 minutes notice. ARINC - Roger

0611 RNO - MXC FL 350 just under 4 hrs 33,000 BO all
with 10 HW

0615 plan to change freq to 130.6 at 0630 ±
the A/C will be half way between RBL & RNO

0618 (MSP) please call MSP to establish Rto after freq
change. - Wilco.

0619 (315) Have you a Zero fuel weight for ldy nos.
17300 FOB
add 90000 + FOB for landing weight.
use 10000 # high. est 115,000 lbs.
Roger 90000 + FOB

0626 ARINC-MSP Rto check standing by for freq change

0630 ARINC - FLT going over, standing by for test.

0631 everyone on 130.6
(10:31 P.M. PST)

- 120 -

0635 (10:35 PM PST) Attempting contact not making too well.

0636. 305 Rdo count 1-5-1

0638 comm being received - yes
305 began descent 2 mins attempted call man
call button and PA no contact, starting down
MRP - Landing with ~~down~~ stair ^{loose} ~~down~~ ok will
extend after ldy but will be ok.

0641 (MRP) jdy. atdy when on approach of TWR
aft entry of aircraft lite on, will try contact
again.

0646 (MRP) advise man that with gear & flaps down. next
stop Yuma. From Yuma to MXC must be clear
(305) tried call again no contact.

0651 (305) Holding at MRR

0655 (305) inbound - beginning approach, next call
on the ground. ^(MRP) because they speak by 10K

0700 4 mi out in final.

0707 (11:07 P.M. PST) No Synchro No contact with back
shut engine down now, advised back

that we are waiting for fuel trucks - awaiting instructions from back now.

0710 (305) Calling A/C no pass no briefcase
(11:10 P.M. PST) had TWP observe landings with binoculars.

0712 ~~1112~~ (305) requesting shut down, seal area, have experts search area.

0713 (315) now leaving A/C.

0728 FAA Re g. Once it's up LAX wants ^{Basslight}
(11:28 PM PST)

SE 164-81

The following seven page log was prepared at Seattle by

[REDACTED]

b6
b7C

This log discloses the times at which the various individuals and agencies were notified of the hijacking by Northwest Airlines (NWA).

Log was begun at 3:12 PM (PST) and concluded at 10:19 PM (PST).

2315 DWG - UNABLE ^{D.L.} 301/3 ~~IMMOR~~

2312 PG ADV 2D.
(3:12 PM, PST)

2315 - EARL CAMEO [REDACTED] IMMOR

2318 - HAGEN ON WAY

2310 - POS - TUR -

2320 - [REDACTED]

36 PSARS →

2321 - FBI BY DVS

2326 - [REDACTED] FRA.

2330 - SWITCHBOARD NOTIFIED.

ASKED TO NOTIFY [REDACTED] ETC.

2335 - C/S ADV 2D.

2335 - CLUTE'S ARRIV FROM TOM
BY CAB. PER [REDACTED]

2338 - ASKED PO TO CL ON Q FOR 2463.

2344 - USE 735 ON 2463 IF NR
ANY

09/2345

484 - FBI ON LINE

2348 - BACK PACKS ON WAY
TO [REDACTED]

0038 (4:38 PM PST) ADV 2 RED

0038 Called [REDACTED] will call

0110 Reception - desk reopened

0130Z (5:30 PM, PST)

TWR ADVZ WASH. D.C. REQS IF HIJACKER JUMPS
THEY WANT PILOT TO TURN LNDG LITES ON AND
SQUAWK EMRGY FOR 30 SECS.

Delivered by Tower at 0200Z @ 4/4

0235Z 2 girls released.

H.I. wants one girl to lower stairs.

[redacted] requests stairs locked at TO.

PO ^{370C/364} 537 ^{Went to} crew and a/c to go down 467,

0241 [redacted] FAA advy that people say landing
will start down catastrophic. @ 21

0249 2 stairs in car. Will not let
other one go.

0250 Hijacker getting itchy re fueling.
Altec/meals are on board.

0254 He wants stairs with him on TO.

0259 Discussion re trying down stairs.

0303 [redacted] Air Marshall's office
off to put on coveralls 319
and replace stairs to let door down

[redacted]
0304 Change with govt down 1000 miles
(704 PM PST) SEA/PHX very beautiful

0307 FAA/CA Binc 200 states for Haw,
(7:07 PM, PST)

0310 [redacted] 140K
Min 10 miles Range
Woodward with TCA for continuation

b6
b7C

0322 Agree to takeoff with Hawing

0325 [redacted] /BAC/talks to [redacted]
Abolish in distance.

0325 Helicopter pilot to land a/c.

HT wants to stay below 100/
0328 Bird for TO to 5AC V-23 100/

0333 [redacted] Tail Ramp must be cleared for landing.

0337 AIRINC 1318 After Company.

0339 537 Starting out at PDX.

0342 He is trying to get Hawing
Layne.

0356 (7:56 P.M.-PST) New Report / Report conc / Left down.
about 8 states down it, 6 in long x 1 in. in.
Nile and butting.

0358 Slow report continued
(7:58 PM PST) Red cloth around D.

0400 100/ FF 4000[#] ^{PH+passing,} Gear down flaps 15

0402 110 RBL to RNO.

0405 No answer on interphone.
Response on PA.

TCM Base pa 984-5611

0418 23 DME PDX 100/
FOB 4000[#] FF 4000[#] 165

Off 0336 Z

0430 ☐ Suggest slow descending within
(8:30 PM PST) in block. b6
b7c

If 2nd Takeoff from RNO
to Yuma shortest dist
RNO DRCT OAL BTY BLH Yon
Contact Center

0445
(8:45 PM PST)

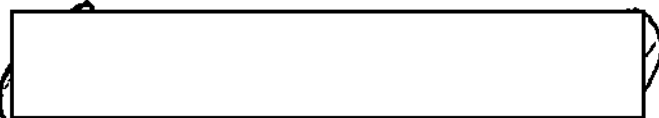
130.6

Call



b6
b7C
291

0450 over EUG 100 4000ft (passing 7117)
Clear down/flaps 15° IAS 170
FUEL REMAINING 33,500



0500

305 No Comm with scope.

Last contact 0425 55" ago. Have decided
not to contact him till near Reno.

0514 As this being taped/affirmative

0515 Radio Check

0520 FDI suggest communicating as much
as possible. All crew decided no.
Communications have not been good.
His objective is Mexico City. Will
ask him to raise altitude to
at Reno.

0526 3/8 to 1/2 top - 1 engine down available
1 to 3 minutes • 27500 FR/FF 4005H

0530 (9:30 PM PST) Radio Check Assigned 130.6
Wait till Red. 3000 ft 130.6

0532 subject negotiations Clearing Agent
(9:32 PM PST) RNO to Mexico City
LRC BO 32,000 FT 40,000 FT MIN 4/00 HRS

0535 (305) ¹⁰⁰⁰ Comm 2 11000 RDB DRCT RNO,
Considerately lowering the air temp.

0540 REC COOLING CAPIN TO SLOW REFILL

0541 - FET VIBING OUT SOME.

0545 - RLA BY WAL 110 AS SOON AS
PERMISSIBLE.

0548 at 110 on 130.6

0549 RDO Ck / dr clear / being stopped.

0552 58 ^{NORTH} DME ^{OF} from RBL.

0600Z will be back on Switchboard soon.

0610Z RNO/MEX 33000 BO@NC first in d. 41
FLT LEVEL 350/wth 10 KNOT HWD.

0617 130.6 @ 0630Z

0619 FOB 17,300

(10:19 PM PST) Add 90,000 to fuel aboard. Use 10,000 high
in case some unknown load aboard.
Estimate of C-129 sig Hgt 115,000.

DB Cooper-423

SE 164-81

The following two page log was prepared at Seattle by
[REDACTED] Northwest Airlines.

b6
b7c

Log was maintained from 7:36 PM (PST) to 11:28 PM
(PST).

0336 T/O
(7:36 PM, PST)
0340 7000' 14 DME V-23
0344 7000' 19 DME V-23
0347 160K IAS → 160K IAS → 10000
0349 155 IAS
0400 10,000 LEVEL 170 IAS
0402 No Mach IND. TAT -7°C
0405 LAST CONTACT WITH HIJACKER
0411 CABIN FLUCTUATING ±A
0422 23 M S OF PDX (DME 10,000) 165 IAS
0452 EUGENE VOR 10,000' -7°C 170 IAS
0530 MFR 10,000 -5°C IAS 170
0538 → 11000
0550 RCA 11000 -1°C
0554 58 DME 325 R RBL 11000
0638 Y
0651 HLDG AT MARXBTR.
0655 INBOUND ON APCH
0700 4 mi out on FINAL
(11:00 P.M. PST)

that we are waiting for fuel trucks - awaiting instructions from back now.

0710 (305) Ching, A/C no pass no briefing
(11:10 PM PST) had TWR observe landings with binoculars.

0712 ~~11:12~~ (305) requesting shutdown, seal area, have experts search area.

0713 (315) now leaving A/C.

0728 FAA Reg. 9 Director LAX wants ^{Bornight}
(11:28 PM, PST)

SE 164-81

At Minneapolis, Minnesota

The following log of events involving Northwest Airlines Flight #305, on 11/24/71, were maintained by

[REDACTED], North-
West Airlines (NWA). Time recorded in this log was in Central Standard Time (Minneapolis), but using a 24 hour clock. This time was not maintained in Greenwich Mean Time.

b6
b7C

For convenience of reading this and other logs in this matter, the time of the Minneapolis log has been converted from the above time, to Pacific Standard Time (PST) (Seattle time), by inserting parenthetically, the Seattle time at least once on each page of the log.

FEDERAL BUREAU OF INVESTIGATION

December 3, 1971

Date

[redacted]
[redacted] Northwest Airlines, Inc., furnished the following information:

b6
b7c

On 11/25/71 at Minneapolis, Minnesota File # MP 164-73

by SA RAY W. GANNON:bab Date dictated 11/30/71

The attached information was taken primarily from manually recorded notes during communications connected with the high-jacking of Northwest Airlines Flight 305, November 24/25, 1971.

The primary method of communication with the flight was direct between MSPFO (Flight Operations) and SEADD (Flight Dispatch), the flight, SEA and SFO ARINC, RNO Tower.

Due to the inability to copy everything exactly--and as rapidly--as it occurred, there may be some errors in the following. It is not believed that they are likely to be large or significant.

The following also includes additional information that developed during the incident that appeared relevant.

11/25/71

The following information is from various sources, primarily the radio and 'phone-patch communications between the MSP Flight Operations Office "Eagle" line and the flight crew.

Time (CST)*

1658
2:58 P.M.
PST Flight OFF PDX. High-jacker (HJ) apparently made his demands known shortly after this time.

Preliminary information received from MSP Planning Office (MSPPO):

HJ demanding \$200,000 (denomination not restricted), 2 chest-pack parachutes, 2 back-pack parachutes. All to be available and ready at airplane parking site before landing will be permitted at SEA.

Apparently has a bomb in briefcase. Passenger apparently boarded at PDX.

1720*
3:20 P.M.
PST Crew advised they would hold over Lofall intersection until all material available. No info yet on destination HJ desired after SEA T.O. HJ had said there was to be no "funny stuff" at any time or he would detonate the bomb. Specified that only the fuel truck, air-stair truck, and automobile with the money and 'chutes approach the airplane. The airplane be parked in an "isolated" position. Gave a deadline of 1900 CST for all demands to be met. HJ remained in tourist cabin with one stewardess sitting next to him and aware of what appeared to be a bomb (dynamite sticks, wire, battery). Passengers not advised that high-jacking in progress, but that reason for the holding was "minor mechanical problem".

Crew described passenger as white, 6' 1", black hair, 175#, approximately 50, black suit, black rain coat, black brief case. (All information between cockpit and HJ being relayed by "captive" stewardess [] by cabin/cockpit interphone.)

b6

HJ specified that no vehicles with beacons or flashing red lights or any other were to approach airplane. MSPFO agreed that captain was in full command and all his requests and wishes would be honored. Crew taking pains likewise to gain HJ's confidence by giving him full information and cooperation.

b7C

HJ also specified that, after SEA landing and parking:

- Fueling to start as soon as engines shut down. DB Cooper-430
- Stewardess [] would leave airplane (and only her) and pick up money, then return for 'chutes. He must see knapsack with money before any other steps taken.

1930*

Airplane landed SEA after crew and HJ assured that money and 'chutes were available and in position.

Crew requested car park at 10 to 11 o'clock position to airplane so they could see it properly.

Notes indicate HJ indicated at one time that airplane was open to "any number of vehicles as long as no 'funny stuff' pulled."

Direct communications between crew and MSPFO maintained at all times. Coordination between Tower, vehicles, and airplane on ground at SEA were on Ground Control frequency 121.7.

First fuel truck apparently ran out of fuel. Crew requested second truck, with third one to be standing by. Considerable delay in getting full load of fuel and HJ was getting "nervous", saying that you must "get the show on the road".

HJ specified that he wanted to go to Mexico City non-stop, that the aircraft configuration must be gear DOWN, flaps at 15°, that the aft entry door must be open at all times, and that the aft stairs be extended after take-off. Later specified that stairs must be fully extended before take-off.

MSPFO advised crew (1) that non-stop SEA-MEX impossible with gear DOWN, flaps 15°, (2) that take-off with air-stairs full down impossible due to inability to rotate airplane. When HJ advised of this he asked that air-stairs be partially extended prior to take-off. MSPFO advised this also impossible since stairs could not be held in any intermediate position.

HJ had previously stated that no landing within continental U.S. would be permitted "for fuel or anything else". When advised of range limitation in his specified configuration, he agreed to something short of the border. Asked about PHX. Advised by MSPFO that this might be within range but that RHO would be better as far as range was concerned. Agreed to this without much, if any, objection.

2136
7:36 P.M. Airplane OFF at SEA.
PST

2140
7:40 P.M. 14 DME S SEA VOR at 7000'. Gear DOWN, flaps extending to 30°.
PST

2141*
7:41 P.M. Stewardess allowed to go to cockpit.
PST

2142*
7:42 P.M. HJ advised (by inter-phone) that he was having difficulty getting steps down.

2143
7:43 P.M. Aft air-stair warning light ON (stairs apparently now partially extended.) Crew had been furnished Boeing procedure for extending stairs in flight. Airplane now 19 DME S SEA VOR on V23, with gear DOWN, flaps at 30°, and at APPROACH speed.
PST

b6
b7C

DB Cooper-431

NA Chief Performance Engineer had been called to field to help calculate range, etc. Boeing Company had been contacted for assistance in range problem, flight characteristics with air-stairs extended, whether opening (stairs extend about 20° in flight, possibly more with man's weight on them) would be large enough for a man to exit. Boeing assured us there would be no controllability problem, that they would get experts working on range problem also, that they had dropped 2-300# boxes out air-stair opening in flight and that man could probably get out.

NA Communications people also had arrived at field to assist in required 'phone-patching, other communications problems.

[redacted] four supervisory pilots,^{b6}
1 performance engineer, many others on the scene (MSPFO) for^{b7c}
assistance.

2145*
7:45 P.M.
PST Flight at 7000', 160KIAS, fuel flow (FF) 4500#/engine, flaps 30° gear DOWN. MSPFO advised they would have even more severely limited range in the flaps 30° position. Crew given preliminary information on optimum range IAS (170K), weather, airports available between SLA and RNO, minimum obstruction clearance altitudes, etc.

2155
7:55 P.M.
PST MSPFO asked for stewardess best recollection of exact content of HJ briefcase. She got on radio and gave following basic information:

- Eight red sticks, about 6" x 1" in left corner of brief case, "look like big firecrackers." Two rows of sticks, four on top of four.
- Wire attached to dynamite with red insulation.
- Battery "like flashlight battery, but about 6" high and as big around as my arm".
- Red sticks are about the color "of my uniform".

2205*
8:05 P.M.
PST Crew called HJ and asked him if everything was O.K. and he replied that it was. This was apparently the last communication the crew had with the HJ.

2210*
8:10 P.M.
PST Crew reported oscillation of cabin rate of climb indicator. This probably due to HJ weight now on stairs, stairs extending further, resultant effect on cabin pressure. May be best estimate of when he exited airplane.

MSPFO advised crew that range to RNO now looked good (airplane now at 10,000', 170K, gear DOWN, flaps 15°, FF 4000#/hour/engine, TAT -7°C. MSPFO calculated TAS and range from this data.

Cabin lights ON in forward cabin, OFF in aft cabin. Curtain between first class and tourist section was closed; crew could not see whether HJ was still aboard.

2222*
8:22 PM
PST
Lost communications on MIA communications frequency (131.9); 'phone-patch with SEA ARINC established. Flight now 23 DME S PDX at 10,000', 40,000% fuel aboard, 165KIAS, PF and configuration remained the same. Crew had previously been advised to switch to ARINC on 131.8 when MIA communications lost. MSPFO and MSPFD communicated with flight and SEA ARINC thereafter on this 'phone-patch arrangement. SEADD had been monitoring all communications with flight and assisting in all other matters.

[redacted]
[redacted] had also been very actively participating throughout the high-jacking. He had taken money and 'chutes to airplane at SEA, coordinated with crew, fuel trucks, etc.

[redacted] later called UGL at RNO and briefed them on all of the HJ's demands, procedures to be followed at RNO, etc.

b6
b7C

2252
8:52 PM
PST
Flight over EUG VOR, 10,000', 170KIAS, fuel aboard 33,500%, PF and configuration remained the same. Advised that they had had no communications with the HJ for "about the last 55 minutes" despite several attempts on cockpit-to-cabin inter-phone and PA system. Crew was assured that fuel was more than adequate to get to RNO; that RNO weather was good, etc. SEADD had also been actively following and participating in these events.

2328
9:28 PM
PST
Over IFR, 10,000', TAT -5°, 170KIAS, fuel aboard 27,500%, PF and configuration the same. Some airframe icing being experienced. Engine anti-icing ON for appreciable length of time, wing AI on "intermittently". Crew seemed slightly concerned about this, but were assured that it was no problem.

2330*
9:30 PM
PST
[redacted] asked that we suggest that flight crew slowly lower cabin temperature as much as practicable (to slow HJ's reflexes).

b6
b7C

2335*
9:35 PM
PST
MSPFO suggested a slow climb to 11,000' at Captain's discretion, to induce as much hypoxia in HJ as possible (flight had previously been suggested to consider climb to as high as practicable--but that they would probably be performance limited to not much above 17,000'--but not above 12,500'. Latter upper limit to prevent a cabin oxygen mask drop from exciting HJ. 11,000' also needed for adequate terrain clearance RBL-RNO.

DB Cooper-433

2342 When flight was in RBL area, direct communications between MSPFO and the flight were interrupted. UAL 4331 and WAL 328 relayed messages to and from the flight for us.

2347 Flight now at 11,000', TAT -1°, all other factor essentially the same.

0005 58 DME N RBL VOR, 11,000', fuel aboard 22,000#. Only evidence from cabin was aft entry door and air-stair warning lights still ON.

0030 Flight switched to SFO ARINC on 130.6. MSPFO put on 'phone-patch this frequency at same time.

0017 Fuel aboard 17,300#.

0039* Descent from 11,000 to 9,000' started.

0049 Flight advised they were holding at RNO OM until they had everything "in order".

0100 Flight 1 mile out on final approach. (At this time, we-- MSPFO--were on telephone conference call. Other parties apparently on the same line were RNO Tower, FAA SEA, FAA Washington, FBI Washington. Not known whether anyone else might have also been tuned in.)

0101 Tower "talked us through" his touchdown, subsequent taxiing. Door did not appear to go to full down position until relatively low speed on roll-out. Flaps appeared to be "UP". Parked at NE (?) corner of terminal ramp.

0116 Tower reported crew had exited airplane; with FBI at this time.

Unknown After parking, crew had advised on SFO ARINC that one of them had gone back in cabin and found no sign of HJ. They had apparently last tried to contact him via interphone/PA at about 0046CST with no response. At that time they were going to advise him that the air-stair would have to be retracted for landing or that damage during landing roll-out would probably prevent subsequent take-off.

Two "little" 'chutes gone, one "big" one cut up, apparently to tie the money with shroud lines to HJ. One "big" 'chute apparently still on the airplane.

Guard requested around airplane, FBI apparently searching airplane.

0128 Was advised (all on conference call) at this time that

At some point during the conference call, learned (it is not known from who) that a [redacted] Oregon, and that he had previously been [redacted]

b6
b7C

0133 NWAFO advised conference call participants that NWA would hang up if they were no longer needed on that line. Was asked to standby by either FAA or FBI Washington. Did so.
11:33 PM
PST

0135 FAA/FBI advised NWAFO that no further conference call info was required of NWA at that time. Hung up. (Prior to our hanging up, [redacted] advised FAA Washington on same line that he also was "signing off".)
11:35 PM
PST

Throughout the flight from the time it was known that the HJ's desired destination was MEX, preparations were made for a landing at YUM, and Mazatlan, Mexico, as would have been necessary due to the limited range in the HJ's specified configuration. Prior to the RNO landing, NWAFO suggested that crew negotiate with HJ to pull gear and flaps UP after RNO take-off, that a non-stop flight to MEX would then be possible. This, of course, proved unnecessary.

SE 164-81

FEDERAL AVIATION ADMINISTRATION
TAPES AND RECORDINGS

- A. Seattle, Washington
- B. Oakland (Fremont), California Center
- C. Reno, Nevada

The Department of Transportation, Federal Aviation Administration (FAA), Seattle Air Route Traffic Control Center, Auburn, Washington, handled the hijacked aircraft on 11/24/71, from Portland until it was "handed off" to the FAA Seattle-Tacoma Tower at Seattle-Tacoma International Airport (Sea-Tac). All transmissions handled by FAA are routinely tape recorded.

b6 per FAA
b7C per FAA

[redacted] advised that the Center had not been made aware that Northwest Airlines Flight #305 had been hijacked until the moment it was handing the flight off to the Seattle-Tacoma Tower. He advised that he had checked the tape of transmissions from Portland to the hand off, and there was absolutely nothing on the tape concerning a hijack and there had been no signal given by the aircraft of an emergency nature. For this reason that section of the FAA tape, is not included in this report.

[redacted] did make available a transcript of that portion of the flight handled by the Center from shortly after take-off to the southern border of Oregon.

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 12/7/71b6 per FAA
b7C per FAA

[redacted]
[redacted] provided five reels of magnetic recording tape which contained a copy of the recorded transmissions between Northwest Airlines Flight #305 and the Sea-Tac Approach Tower on November 24, 1971. These tapes covered all transmissions between Flight #305 and the Tower while the airplane was in a 30 mile radius of Sea-Tac.

According to [redacted] these recorded tapes were obtained by him from [redacted] on December 3, 1971. The original tapes are maintained under the supervision of [redacted]

The transcriptions of the various tape recordings do not show a time for each transmission; however, each tape does show the time at which the tape began and at which time it ended. The times were maintained in Greenwich Mean Time and for convenience in reading these logs, an insertion is made in these logs to Pacific Standard Time.

Interviewed on 12/6/71 at Seattle, Washington File # SE 164-81

by SA [redacted] rse Date dictated 12/7/71

b6 per FBI
b7C per FBI

- 143 -

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

DB Cooper-437

SEATTLE APPROACH CONTROL/NWA-305
NOVEMBER 24, 1971

The following is a transcribed copy of the original recording of communications with Northwest Airlines Flight 305. This transcription covers the period from approximately 2315 Greenwich November 24, 1971 to approximately 0011 Greenwich November 24, 1971. This is [REDACTED]

b6 per FAA
b7C per FAA

[REDACTED] supervising the reproduction and I certify this is a true copy of the original recording. These communications were recorded on 119.5 MHz during the period NW Flight 305 was in communications with Seattle Approach Control. Time Period: 3:15 PM to 4:11 PM, PST.

Pilot (P): Northwest (NW) 305 descending 8.

Control (C): Northwest 305. Approach Control. .
continue present heading (unintel).

P. (Unintel).

C. Seattle Approach, please enter at 418, Level

3.

P. Is there 418 approach to ident.? Flight 8340.

C. Yeah, there's one 47 turned up. 070.

C. NW 305, descend to 6,000. Turn left 340.

P. 340, I'll take to 6,000.

C. That's good.

C. NW 305, turn left 320.

P. Left 320, 305.

C. Use 418, turn right 1305 miles from marker.

Clear now 16 left approach tower. 1.99.

P. (Unintel) 150 knots.

C. That's good. No, 305, reduce air speed to 200.

P. Verify 200.

C. Okay, that's good.

P. Approach 418. How far is the 747 in front of us?

C. Five miles.

P. Thank you.

P. (Unintel)

P. Ah. .Seattle Approach, NW 305. .

C. NW 305. .Go ahead.

P. Okay, we've got a bit of a problem up here. We'd like to. .ah. . .have you give us some holding instructions or something where we can go out in a holding pattern where we're not going to be involved in your traffic. .ah. .

C. NW 305, turn left heading 300, verify altitude now.

P. Ah. .We'll level at 6,000 feet. We're turning left at 300.

C. Maintain (unintel) 300 heading.

P. Yeah, the 499 turned left (unintel).

C. NW 305, ah, we'll switch you to low power interception to hold on Seattle 307 radio at low fall, maintaining 6,000.

P. Okay, we'll clear the hold on the 307 degree radio. I'll let ah. .low fall interception on NW 305.

C. That's correct. Maintain 6,000. Intercept 307 setting.

P. Okay (Unintel).

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P. NW 305's at low fall honoring hold at 6,000.

C. (Unintel).

P. Approach from NW 305. We find that your low fall interception's going to put us into ah. . .some overcast and some icing conditions here. We'd like to hold. . .ah. . . if we could hold at about. .ah. .20 PME 15-20. .something like that if that is not going to be in your approach pattern. We'd appreciate that.

P. NW 305. Should we start to climb a little higher also?

C. NW 305, turn left heading 130 and then you can talk about that altitude later.

P. Okay, we'd just as soon stay 6, if we can if it's smooth.

C. Okay, fine.

P. Seattle Approach. NW 305. We're still at 6 and. .ah. .we're about 22 PME out on 307 radio. Or ah, we'll be pulling back on the 307. Ah. .we could just find ourselves a place to hold out here somewhere in the 20 PME range would be okay. Looks like it'll keep us in the clear and smooth.

C. Okay, fine. If you want to hold on the 307 radio between 15 and 25 PME would be fine.

P. Okay, we'll. .ah. .we'll do that.

C. NW 305. Say altitude.

C. NW 305; verify altitude at 6,000.

P. Verified at 6.

C. Did you call 305.

P. 305. Negative.

P. Approach, NW 305, ah. .a little rain up over here. We'd like to hold it at about. .ah. .turn back on the radio now and go out to about, oh, 30 would be a little better.

C. It'll be okay.

P. NW 305. Seattle Approach. Roger.

C. NW 305, verify you're still at 6,000 please.

P. Holding at 6,000.

P. I don't know, I think it's free. .free to call us. .ah. .nobody's giving us any trouble up here. He's in the back.

C. We won't bother you unless we absolutely need to.

C. NW 305. Approach. Are you ah. .in (unintel) conditions or what are your flight conditions now?

P. Well, we're ah. .we'll be up higher. .ah. . we're just about. .looks like the scattered layout here is about 5 to 55 variable.

C. Okay, if you get too far beyond low fall, it will be necessary to go up a little higher than 6,000 for a minimum terrain (unintel).

P. Okay fine. We. .ah. .plan not to take it

beyond low fall here, we get little bumps once in awhile.

This ends Reel #1 of the re-recording. Time at this point is approximately 0011 Greenwich.

1

Time Period: 4:11 P.M. to 5:05 P.M., PST

The following is a transcribed copy of the original recording of communications with Northwest Airlines Flight 305. This transcription covers the period from approximately 0011 Greenwich, November (24), 1971, to approximately 0105 Greenwich, November 24, 1971. This is [REDACTED]

b6 per FAA

b7C per FAA

[REDACTED] supervising the reproduction and I certify this is a true copy of the original recording.

CONTROL: Northwest 305 Seattle approach, climb your turns to the right, this holding power if at all possible.

CONTROL: Northwest 305 traffic at twelve o'clock four miles southbound (unintelligible) slope.

Do you want to be bothered with this traffic advisor or would you rather skip it.

PILOT: No, that's fine. I've got visibility here. About good as (a daisy?).

CONTROL: It's eleven o'clock about three miles now, just don't fly on the slope.

CONTROL: Northwest 305 previous traffic no longer effective.

This ends the recorded reel number 2. Time at this point is approximately 0105 Greenwich. These communications were recorded on 119.5 megahertz during the period Northwest Airlines Flight 305 was in communication with Seattle approach control.

DB Copper-443

Time Period: 5:05 P.M. to 5:59 P.M., PST

The following is a transcribed copy of the original recording of communications with Northwest Airlines Flight 305. This transcription covers the period from approximately 0105 Greenwich November 24, 1971, to approximately 0159 Greenwich, November 24, 1971. This is [redacted] b6 per FAA
b7C per FAA

[redacted] supervising the reproduction and
I certify that this is a true copy of the original recording.

CONTROL (C): Northwest 305 traffic twelve to one o'clock
five miles northbound Western 720 out at
6,000 descending.

C: Northwest 305 traffic at one o'clock, six
miles northbound Air Force Cl 41 at 5,000
enroute to Paine.

PILOT (P): Northwest Air 305 roger, we've got some
lights on for them, we're looking, we don't
see them.

C: Seattle approach Northwest 305 put your (altimeter?)
setting down and out.

P: (S: altimeter?) 2991.

C: 91, thank you.

P: Seattle approach Northwest 305, we're ready to make
our approach now and understand that... oh, we're
standing by for approach (unintelligible).

C: Okay Northwest 305, would you have any objection
to a right turn from your present position back on

a base light with a turn on at about 16 miles.

P: That should not present any problem and we understand we'll be landing at 1608. Is that correct.

C: Correct. 16 right this'll be an ILS approach to the left and change over to land 16 right. Turn right heading 360. Maintain 6,000. I'll have a low altitude for you in just a moment.

P: I understand turning right to heading at 360 and maintaining 6. 305, and, okay.

C: Northwest 305 descend and maintain 4,000.

P: Northwest 305 out of 6 to 4.

C: Northwest 305 continue right to heading 070.

P: My times 070 and I'll approach 305.

C: Northwest 305 descend and maintain 3,000.

P: Okay, we're out of 5 thou we're descending to 3.

C: Alright.

C: Northwest 305 traffic at eleven o'clock, two miles southbound slow.

P: Northwest 305, no contact

C: Roger

C: Northwest 305, turn right heading 110.

P: Right turn 110, Northwest 305. We're out of 3,500.

C: You'll be intercepting final about 7 miles north of park.

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P: Understand.

C: That slow moving traffic southbound for 305 at twelve o'clock a mile, turn right heading 130, 9 miles from park, cleared for (the islands?). 16 left approach tower, park 119.

P: (unintell) 16 left approach, 130 on the heading. Negative contact traffic and 119.9 at park. Northwest 305.

C: Correct.

C: Northwest 305 is by the traffic now no longer effective.

P: Northwest 305, thank you.

C: Northwest 305, traffic at eleven o'clock, four miles northwest bound. Looks like possibly a light aircraft in the pattern east in Boeing on the down north first south landing.

P: Northwest 305, roger, we don't see him at the present.

C: Disregard that traffic, it's a skywatch airplane over the freeway, traffic slicer.

P: Understand.

This ends communications with Seattle approach control on 119.5 megahertz. The time at this point is approximately 0141 Greenwich.

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The following recorded communications are between Northwest Airlines Flight 305 and the Seattle-Tacoma Tower. These communications were conducted on 119.9 megahertz and commence at approximately 0140 Greenwich time.

P(?): Seattle tower and approach. 305 is (unintell) and we'll break it off now for the right one.

C: (Unintell) 305 Seattle-Tacoma Tower 1196 of 8, ready to land when 130 degrees at 8 and then plan on keeping out on the runway if you wish. If you want some light we can turn the high intensity runway lights up after you land and they're pretty bright.

P: Okay, that'll be okay, we'll pick the lights as they are right now and will advise after we land. But we'll stay on the runway now.

C: (Unintell)

P: (Unintell)

P(?): Okay, you can turn the lights up if you like. Slowly, okay?

C(?): What do you think?

C: Northwest 305 ground control 121.7.

P: 1217, okay. Thanks for the help.

This ends communications with Seattle-Tacoma Tower on 119.9 megahertz. The time at this point is approximately 0143 Greenwich time.

The following recorded communications are between Northwest Airlines Flight 305 and Seattle-Tacoma Tower ground control position. These communications were conducted on 121.7 megahertz and commence at approximately 0143 Greenwich time.

P: 1217. Okay, thanks for the help.

P: Northwest 305 is on 1217.

C: 305 roger. Until the end the vehicles on the left and they'll start out as you return.

GROUND CONTROL (GC): 305, this is (A1?). Can you get (unintell). If you want to stay on the runway that's fine with us, we'll just (unintell).

P: Okay, we might pull off to the right side just a little bit of the runway, we'll stay out of there and we'll, ah we'll...

GC(?): You can stay there for just a half, for just a moment until we (get court made?) with our friend in the back. (Unintell).

P: Okay, thank you.

GC: 305, that runway is closed now, it's yours, if you want to stay on the runway.

P: Thank you.

GC: 305, do you want the runway lights on bright?

P: Yeh, yeh it probably would be better. You could probably turn them down a step or two.

P: Okay, Al can you hear me?

GC: Yes sir.

P: Okay, he at the present time is in the lavatory and apparently desires to stay there at the present time. We have the aircraft shut down and we have the APU on and we ask that the fuel truck come out first and initiate fueling.

GC: Are you sure you want (unintell) or you want the fuel truck only?

P: (Unintell) we'll stand by to get the next word from him.

GC: And I'll stay right here. I'll go back and get the fuel truck started.

P: Okay, fine. You're on the first vehicle, is that correct?

GC: Yes sir, they have a portable radio and a dialer here and we can answer your questions if you have any.

P: Okay, fine. Okay, be sure to get the fuel out here right now.

P: Are you there, Al, or whomever?

GC: (Unintell)

P: Okay, now you can send the air stair, or the stair

truck up and pull it up into position and we'll initiate the door and so forth and advise the individuals not to get out of the vehicle.

GC: Okay, is it okay if I positioned it at your (unintell) position or do you want it out here?

P: Oh, that's fine. You can bring it up.

GC: Okay, I'll have to get out of the vehicle to get the pack out of the (truck, the chutes that we took?).

P: Okay, please wait until we request that you do so.

GC: Yup. I know (unintell).

P: Okay, we'll wait for the stairs now.

GC: Okay, we're bringing the stairs up now.

P: Understand

C: We're going to position (unintell).

P(?): Okay.

C: I've already got 305 parked, 337.

GC: 305, this is ☐

P: Go ahead ☐

GC: These passengers are coming off (to do refueling, right??)

P: The passengers will begin coming off the aircraft right now, ☐ and after they have completely...

I might suggest that you come out of the automobile

b6 per FAA
b7C per FAA

now if you will and direct the passengers to gather behind the automobile where they have been so directed to go, just to make sure that they all stand clear and as far back as possible.

GC: Okay, I'll get them all behind the automobile and, you're going to leave them all off now or...

P: At the affirmative and, we're going to try to allow him to let the girls go, but we're going to work on that later. Right now, we're just allowing the passengers to come off. Once they have all gotten off the aircraft, we'll get the chutes.

GC: You know, I got the maps here and I have a deal from Boeing on how to jump out of that thing if you have to get out, if somebody wants to get out.

P: They understand in the back now that the passengers will be deplaned first, then (Peg, a stewardess?) will come down and begin picking the chutes up one at a time and she'll direct you once she gets down there. He will not allow anyone else but her to bring the chutes on. She will make four trips. He understands that, this is his request.

GC: Yeh, but one thing I want to say now is I have the chutes in the trunk of this car and I'll go ahead and open up the trunk of the car.

P: Okay, we've got a lot of conversation going on here.

GC(?): So long.

P: Al, we've got to have somebody at the bottom of the steps. We've had a passenger who just came back up the aircraft. Please come to the bottom of the steps and monitor the unloading of the passengers.

GC: Repeat (did not read that?)

P: Alright. Is this Al?

GC: Yeh.

P: Okay, please go stand by the bottom of the stairs and secure that area. We just had a passenger that came back up the steps because he forgot a bag. We just had to literally push him back off the steps.

P: Okay, all the passengers are now off the aircraft. We re-emphasize that you can turn your headlights off. We can better see the passengers and keep an eye on them and we want to make sure that they're (curtained off?) and that no one will make any attempt to come towards the aircraft. The aisles have to remain cleared. No one is to come near the aircraft.

GC(?): Seattle ground from 305.

C: (Unintell).

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P: Okay, we want as rapidly as possible another fuel truck and a third fuel truck to stand by. We've got some difficulty in pumping at the present time and we're not able to take on fuel. We need another fuel truck and a third fuel truck to stand by in case of another backup. Understand?

GC: Certainly (unintell). Third vehicle on ground. Fourth vehicle on ground. Over.

GC: Did you call gate control maintainance to send out another fuel truck?

P(?): Two fuel trucks, and get them out there as fast as you can.

GC: Well listen, can I take the car and go back and get them and bring them back out again. Listen ground control, 305, this is ☐

b6 per FAA
b7C per FAA

GC: Right ☐

GC: Yeh. You take and call gate 31 9, you know our company, and tell them to get two more fuel trucks out here.

GC(?): Yeh, we're working on it. They've been alerted to it. We have one more request. We asked the passengers to go back on the taxi strip (unintell) there's no reason for them to be standing there. They're only going to create confusion and some

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apprehension, so please direct those passengers to move back about 200 yards onto the common taxiway, please.

?: Roger.

This ends reel number 3 and the time at this point is approximately 0159 Greenwich. The aircraft, Northwest Airlines Flight 305 is in communications with the Seattle-Tacoma Tower Ground Radar position on this portion of the recording.

1

Time Period: 5:59 P.M. to 6:59 P.M. PST

This is re-recording Reel #4. The following is a transcribed copy of the original recording of communications with Northwest Airlines Flight 305. This transcription covers the period from approximately 0159 Greenwich, November 24, 1971 to approximately 0259 Greenwich, November 24, 1971. This is

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b7C per FAA

supervising the reproduction and I certify this is a true copy of the original recording. The following conversation is between Northwest Airlines Flight 305 and the Seattle-Tacoma Tower ground radar position with other conversations recorded at the ground radar position during this period of time.

Ground Control (GC): Ground Control - Flight 305 this is

b6 per FAA
b7C per FAA

Pilot (P): Right

(GC): You take and call gate 319 in our company and tell them to get two more fuel trucks out here.

(P): Yeh, we're working on it. They've been alerted to it. We have one more request, we ask those passengers to go back on the taxi strip and clear the runway. There's no reason for them to be standing there. They're only going to create confusion and some apprehension so please direct those passengers to move back about 200 yards onto the common taxiway please.

(GC): Roger.

(P): No, we want them to go the other direction - the other direction! Advise them right now -- the other direction, behind the automobile.

(GC): 305 ground, are you free to listen?

(P): Affirmative, go ahead. Go ahead ground, 305 listening.

(GC): I didn't think you were getting the message. . 305 request after you depart when the passenger or person bails out squak 77 emergency for 30 seconds then flash your landing lights at the time he bails.

(P): Okay, after he bails you want 7700 and flash the landing lights 30 seconds after?

(GC): No, no. Squak 7700 for 30 seconds and blink at the time he goes out. Blink everything you've got.

(P): Okay, I understand. You want me to squak emergency 7700 for 30 seconds after he goes out along with flashing the lights, is that correct?

(GC): That's correct. Thank-you.

(P): Thank-you; we'll try it.

(GC): Okay, we'll keep an eye open.

(GC): ☐ for one

b6 per FAA
b7C per FAA

(GC): Yeh, ground

(GC): ☐ for one, roger

(GC): Do you have the request that he wanted two more fuel trucks over here as fast as he can get them.

(GC): I understand they're already on the way.

(GC): Okay, ☐ and you've got people on that runway and now the ground control.

(GC): We commute any of the passengers they want back over towards the runway. We need to know if there's any individual on that runway who were using it for jet traveling.

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(GC): No, no. They're on the taxiway right off on the left side of this end of one six.

(P): Okay, real good. Do you mind telling them all to stay off that runway because we're going to have jets taking off and landing.

(GC): Yes sir.

(P): Ground from 305

(GC): 305 go ahead.

(P): Okay is this the other fuel truck now with the flashing headlights.

(GC): Just a minute

(GC): No there's a school bus running around there with flashing amber lights

(P): They're probably over by the Alaska hangar with flashing amber lights, you better, probably better alert him and get those things off

(GC) AL to Two will you hit the button and tell him to turn off the blinking lights.

(P): AL put your (UNINTEL)

(GC): Ground 305 do you have the money on board

(P): Say it again.

(GC): Do you have the money on board?

(P): Affirm.

(GC): Then advise when you get the parachutes and everything up.

(P): I'll keep you posted.

(GC): 305 as long as you're free to talk, can you give me any more information and type of device or anything about it that you can talk now, when you can talk freely.

(P): Ground stand by.

(GC): Still holding on.

(P): Ground we want to emphasize again that any vehicles that come out approach slowly; we don't want any vehicles, first of all, unless we request them; but we want this one fuel, second fuel truck and a third one to stand by as a reserve, but he doesn't have to, the third one does not have to be out here. But, under any circumstances we don't want any flashing lights of any sort, only those necessary to get them out here.

(GC): Roger.

(GC): This is ☐ again.

b6 per FAA
b7C per FAA

(P): Yes, ☐

(GC): Yeh, the fuel truck should be on the way and you only want one out here and then the other one to stand by, by the people, is that okay with you?

(P): That's okay. We're having a problem you understand with this truck over here. He's got a vapor lock or something and we are not taking fuel on board.

(GC): Yeh, well okay, we'll get this other truck out here as soon as possible.

(P): Okay.

(GC): Did you say you wanted us to turn off our rotating beacon too?

b6 per FAA
b7C per FAA

(P): ☐ I think those people could still move back. We've

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(P): been able to confirm he, according to the stewardess that has been with him, she saw red (UNINTEL) dynamite sticks and the battery and wires in his briefcase so if this thing goes, those people are far too close for, okay shouldn't they really get back out there a few yards or so.

(GC): Would you ask him if we could get a bus out here to get these people out of here. How does that sound?

(P): Yeh, as soon as we get a chance to make contact with him. He's writing down his instructions right now.

(GC): (UNINTEL) well I'll move them back some more then but I don't want to get them too flustered (UNINTEL) over there (UNINTEL)

(P): We understand but I tell you what to do if you'd like you could move your vehicle back. He's on the other side of the aircraft and he's not watching anything but if you want to move your vehicle back with the people, that would be alright and is the man who operates the stairs still on the truck?

(GC) Yes sir. Are you going to let those girls out?

(P): Well that's what we're working on now. What we're trying to figure out is someway that we can get everybody up here and down those stairs and we're kept still on the backend.

(GC): Well how many girls you got trained?

(P): A good bunch.

(GC): That one that came down here, she's pretty sharp; get her and then make a mass exodus and leave this parachutist go.

(P): Right now that's our

(GC): He's just hanging out there on the edge

(P): That's why we want everybody back here

(GC): Do you want a ride

(P): So that we're the last ones to go if the situation arises, bail themselves

(GC): Seattle-Tacoma Tower now for one - stand by fuel truck just crossed in front of Northwest hangar.

(GC): Alpha 2 go on.

(GC): Stand by

(P): Go ahead ground.

(GC): Can you check over here AL at 2 gate and see how long that fuel truck's going to take and give me a time on it.

(GC): Okay, ten-four.

(P): Well we'd like to park right in front of you there

(GC): Alpha 2 ground

(GC): Yeh, what did he say now

(P): (?) He was giving instructions there. He was talking about Mexico City. He isn't watching those people and then when we can get them away from the airplane that would give us a chance if we have to, if we can't get this thing fueled, we're all going to have to make a run for it so could you get those people over on the other side of the runway, then I think that he wouldn't notice anybody picking them up, over on the other side of the west runway.

(GC): (UNINTEL) the girls, are they in the cabin yet?

(GC) (?): No we're kind of getting them the word (UNINTEL)

(P) (?): We're closing this out so this thing is 3500 feet of the runway. South 35 is closed.

(GC): If we can get the people out of here well then we wouldn't have to worry about them

(GC): Well the people are all out in front there now. I think they're out of danger okay.

(GC): Alpha 2 go on.

(GC): This is Alpha 2 I'm approaching bravo concourse over

(GC): There's a fuel truck that just pulled up at the end of bravo there it looks like he's waiting you might hit him and find out if that's the one and if it is tell him when he goes to cross to go very slow and approach the aircraft slowly.

(GC): Ten-four

(GC): And do it by himself no other vehicle with him

(GC) Ten-Four

(P) would you feel better with these passengers b6 per FAA
b7C per FAA
the other side of one six, on the other side of the runway?

(GC): Well I just saw a bus come out so wait a minute

(GC) No, we haven't ordered a bus yet I can get one out here though.

(GC): Right away ground. 305 we've closed south 3500 feet of the other runway. You can tell those people to walk across the runway. We've got airplanes clear of it. They'll be not using that southend.

(P) (?): Tell them to walk straight toward the hangar there and then to the left they'll be okay, huh. We'll send a car down there to pick them up.

(GC): They can walk straight across and when they get on each side of the two white lines they can wait there and a bus will pick them up. We'll have something there to pick them up.

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(P): Okay

(GC): You can start them over there now that runway is closed that southend.

(GC): Will do

(GC): This is Alpha 2

(GC): Alpha 2 go.

(GC): I have the gas tank here and the driver is not certain of the direction. He will require an escort at least part of the way, is this possible, over.

Okay part of the way. You can take him on the north-south taxiway down to that taxiway and then head him straight for the airplane and it's a straight shot over there and he can go straight out and you can drop him there.

(GC): Okay, ten-four.

(P) (?): And tell him to watch out for passengers. They're waling across there now in the dark.

(GC): Ten-four.

(P) (?): 305 did you count the fuel trucks on the way

(P): Are you there ☐

b6 per FAA
b7C per FAA

(GC): I hear you, we got the whole thing

(P): Are you there ☐

(P): Okay, we better advise that the passengers will be allowed to take a bus to the terminal and you can advise ☐ if he doesn't know already that they should run fast back there and wait for ground transportation.

(GC): We have word that they'll move across the double white line (UNINTEL)

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(P): That's okay. Okay, fine. Alright we're going to

(P): leave you for a moment.

(GC): Alpha 2 can you stop there now and direct him to go straight across to the aircraft?

(GC): Okay, will do.

(GC): Alpha 2 ground, Alpha 2 ground.

(P): We're just getting out of your way here.

(GC): Alpha 2 ground.

(GC): This is Alpha 2.

(GC): Why don't you wait right there. The passengers are arriving there off your nose. Why don't you get them all in a group and maybe flag down a bus and bring them back to the terminal.

(GC): Greyhound this is Alpha 3. I have a bus here and we're going to take it over right next to one six left and they can board there.

(GC): Alpha 3, and they're all there on the left side of the runway, or the east side.

(GC): Alpha 3, we've closed the airport now. You can advise when you get all the passengers clear and then we'll start running a little more traffic.

(GC): Alpha 3, Roger.

(GC): And 305 the fuel truck is on its way now, coming up to you.

(P)(?): (UNINTEL).

(GC): Alpha 2, when the second fuel truck comes up will you stop him and just tell him to wait there until they need it. They don't want the second fuel truck over there.

(GC): Alpha 3, out. - 169 -

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(GC): Go ahead

(GC): Could you stop that bus and tell him to turn off his blinkers.

(GC): Yeh will do.

(GC): Alpha 3 go on.

(P): No, let's make it two, Alpha 2 go on.

(GC): Two here.

(GC): Can you verify when all the passengers are clear of that runway and when we can start using it again. Right now the airport's closed.

(GC): Alright, ten-four.

(GC): Ground control this is Alpha 2, all passengers are now loaded on the bus and enroute to Bravo 2. The runway is clear.

(GC): Alpha 2 understand runway is clear and we're reopening then with one six left.

(GC): That's affirmative, all the passengers. I have no knowledge of other vehicles on that side at this time. All passengers have left the area and is now boarded on the bus, over.

(GC): Okay, looks like the fuel truck is going to head back toward us.

(GC): Alpha 2 go on.

(GC): Alpha 2

(GC): Did you stir up a second fuel truck for reserve. He wanted another one standing by in case he needs it.

(GC): Ten-four. We have that information. I'll confirm that with the Northwest Operations, over.

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(GC): Why don't you dig it up and see if they can get it out there where if they need it they can get it right there.

(P): Get that other one to stand by in case we have to use it.

(GC): Ground this is Alpha 2. The third truck is standing by. Will be used on your request, over.

(P): Alpha 2 check with operations and let us know now can we start using one six left as far as the ports concerned, are they opening in the runway again?

(GC): Affirmative, you may use it now

(GC): Okay, we'll consider one six left open.

(GC): That's affirmative.

(GC): Don't know that's a 3-1 Victor.

(GC): 3-1 Victor turn off the strobes and your rotating beacon and contact Tower 919 for taxi.

(GC): 3-1 Victor.

(GC): Control Tower take it 3-1 Victor.

(GC): 3-1 Victor taxi intersects one six left

(GC): 3-1 Victor

(GC): Steady course on 695 hold it to gate and we'll give you a call the airport's closed at this time.

(GC): Roger.

(P): Northwest 305 ground.

(P): Northwest 305 ground.

(GC): 305 just a minute

(GC): Northwest 305 if you can hear ground can you blink your nav light

(P): Ground disregard

(GC): 305, are you on?

(P): Disregard

(GC): Was it 305?

(P): That's okay, we're going to talk to the company for just a minute here.

(GC): 305 ground

(GC): Northwest 305 ground

(GC): Northwest 305 ground

(P): Go ahead ground

(GC): 305 the airport's closed and we have planes holding and we need to get a few off. Would it be alright with you to put an unlighted vehicle on each side of one six left at that taxiway so we can be sure there's no people on that runway or we can have lights on whatever but just to check the runway and there'll be radio control on this frequency.

(P): Stand by one

(GC): (UNINTEL) down here 305

(P): Yes sir, I will not

(GC): Okay, all the passengers are out. There's nobody between us and the rear. It's clean down in this area.

(GC): Well the ports closed and they say they won't open it unless they can get a radio vehicle on each side to be sure nobody gets out there heading towards the airplane.

(GC): Well yeh, okay let's, but I'm standing here now looking straight across towards our hangar and Alaska's. They're pumping out here right now (UNINTEL).

DB Cooper-466

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(GC): Ground are you on?

(GC): Yes.

(P): Did he say it looked like there was somebody trying to sneak across there?

(GC): No, the port I guess just doesn't want to open unless we get a radio vehicle out there to be sure no

(P): Here's the deal now, will you ask that LEE and that portable radio, if he will agree to control eastbound traffic from there

(GC): Okay, any vehicles coming this way?

(P): Yes.

(P): And on the other side. They've got them stopped on the other side.

(GC): Alpha 2 ground

(GC): Alpha 2

(GC): Do you want to head that other fuel truck out there and hold him on the taxiway. They need the second fuel truck.

(GC): Airright, ten-four.

(GC): (UNINTEL)

(GC): LEE ground

(GC): Yes sir, go ahead

(P): Can you control the fuel trucks leaving there and the vehicles leaving there coming toward the terminal, if you can let us know when they're coming, we can run the aircraft if you control the vehicles.

(GC): Well I can control anything that's leaving here, the airplane can.

Okay, good and you can let me know. It looks like a fuel truck is going to start across now towards you.

(GC) (UNINTEL)

(GC): Okay, you control that and let us know and we'll control everything from this side and we're going to start rolling airplanes.

(P): Ground is that other fuel truck on its way?

(GC): Affirmative, it looks like it.

(P): Do you know what we can use to pump it

(GC): Yeh, there's one coming right now; he's about to come across one six left.

(P): Alright.

(GC): Alpha 2 if that's okay with you tell him to go ahead across and you stay on this side

(GC): Stand by

(GC): 305 can you tell us how many pounds the first truck put on

(GC): Ground this is Alpha 2. This is the third fuel truck and he's on his way. Over.

(GC): Okay. Alpha 2 remain where you are.

(GC) 305 ground if you comp. we need the pounds of fuel you got off that last truck

(GC)(?): We got around 3000

(GC) 3000 Roger

(GC): Alpha 2 we're opening up the runway now after that fuel truck crosses, so you're going to stay there and watch for vehicles going westbound?

(GC): That's affirmative, Roger.

(GC): We've got 23,000 on board now.

(GC): 23,000 on board. Thank-you.

(GC): 305 ground on that destination you gave earlier,

there's a full flight flying on board if you need it.

b6 per FAA
b7C per FAA

(P): Okay, ☐ I'm trying to figure out what figuration he wants to fly it in, it's going to limit us.

(GC): Roger

(GC): 305 ground can you affirm the, confirm the two stewardesses are off or are they still on?

(P): The stewardesses are off and the fuel truck can come on up and fuel and you better get another one to stand by too.

(GC): Okay, Alpha 2 you comp., they're going to need a fourth fuel truck.

(GC): Ten-four I comp. I don't have sight of those stews here.

(P): The stewardesses are in the automobile. Don't worry about them. Just get over here and start pumping gas.

(GC): Well, ☐ can you flag that fuel truck up, I can't get him to move, he doesn't have a radio.

b6 per FAA
b7C per FAA

(P)(?): He's at the fuel truck.

(GC): Okay.

(GC): Ground this is Alpha 2 did they give you the exact position of those stewardesses, over.

(GC): They're in the car, don't worry about the stewardesses. They need the fuel truck.

(GC): Ten-four.

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(P): We have two of the three stewardesses in the car. We have one remaining with the individual and he's not going to let her leave the aircraft at this time.

(GC): Roger.

(P): We do want the fuel truck to come up and if they're

(GC): Yeh, there he comes

(GC): Alright

(GC): Alpha 3 ground, can you work on another fuel truck?

(GC): A fourth truck is standing by.

(GC): Okay, he only wants an ounce

(P): I hope that thing is full. If it isn't, you'd better get another truck out here so we can maintain continuity of filling this aircraft up. He's getting awfully (antcy)

(GC): Roger

(GC): Okay, gray patrol this is

b6 per FAA
b7C per FAA

(GC): Go ahead

(GC): Would you get ahold of Operations and have them round up another truck?

(GC): We're working on it.

(GC): Truck is ready, over.

(P): we had one further request that so far we haven't seen it. We requested meals and we haven't seen; what's the status of that?

(GC): The meals are on board.

(P): The meals are on board?

(GC): Yes sir. There was food brought out.

(P): How did it get on board?

DB Cooper-470

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(GC): TINA brought them on board with first class. They're in cardboard boxes.

(P): Thank-you.

(GC): Alpha 1 ground

(GC): Alpha 1

(GC): Are you checking with Company and digging up fuel trucks from somewhere

(GC): Affirmative, the fourth truck is standing by ready to move on your request. Over.

(GC): Okay. Why don't you put him up there by Alpha 2 so when they need him they can get him across.

(GC): You want him out here on the taxiway with Alpha 2 over.

(GC): That's correct. Why don't you put him out by Alpha 2 so they can get him over there when they want him.

(GC): Affirmative.

(GC): Ground this is again.

(GC): go ahead

(GC): Would you give that fuel truck that's sitting by the aircraft here that's eastbound give him a green light when he crosses the runway.

(GC): Yeh, we'll get him over here.

(GC): The fourth gas truck will be coming out. Over.

(GC): Thank-you.

(GC): Can you clear that fuel truck across now?

(GC): We're coming across.

(GC): Okay, there he goes.

b6
b7C

DB Cooper-471

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(GC): Okay ground, this is again. Has there ever been a fuel truck on their way up? b6 per FAA
b7C per FAA

(GC): Yeh, it's going to be on this side of the runway and when you want him holler.

(GC): Very good, thank-you.

(GC): 305 this is

(GC): 305 this is

(P): Go ahead

(GC): I just talked to the stewards here and if you'll call back there and tell him everything is under control and is fueling then he'll let this other one off too.

(P): Whose word is that? Whose idea is that?

(GC): This is the two stewards that got off that were saying the guy don't really care if she stays on or not, but they suggested to call back and tell him everything is under control and that he'll let that third steward off.

b6 per FAA
b7C per FAA

(P): That's contrary to what's going on up here He's not going to let her come off right now and we're trying to work out a way that we can get her up here somehow before we go. Right now he wants her to sit back there with him during takeoff and not to go forward of the tourist class section.

(GC): Okay, I was just wondering, you know. About the fuel, how much fuel do you want on board or how much more can you take?

(P): Well we got a long way to go and he's getting antsy and that's our problem right now.

(GC): Well how much fuel have we got left to put on? What have we got on now?

(P): Well we've only got 26 grand, we're just half done with the refueling. We want to insure that we've got trucks, continuity of trucks coming out here so that we can maintain this fueling. Stand by we're going to talk to the company (UNINTEL).

(GC): Okay, well we've got another truck standing by when this guy empties it.

(P): Right.

(GC): This is Alpha 2 ground control, we have a fourth truck standing by here.

(GC): Alpha 2 why don't you ask him to check how many pounds he's got on it.

(GC): Okay, stand by.

(GC): Ground, Alpha 2 - 15,000 pounds on this fourth truck. Over.

(GC): 15,000?

(GC): Negative - 50,000. Over.

(GC): 50,000 or 5,000?

(GC): That's five zero thousand

(GC): Five Zero Thousand, okay.

(GC): Hello ☐ is it possible to have him come over and ^{b6 per FAA}
^{b7C per FAA}
two trucks pumping fuel at the same time?

(GC): Hello ☐ I'll say it again; can two pump at the same time?

(GC) (?): Negative.

(GC): You know that aircraft that's landing now, we'd like to clear this other fuel truck over here and bring it over here behind this and we'll have him stand by then.

(GC): Okay, he can go over now. Alpha 2 you can start the fuel truck over to the airplane.

(GC): Okay, Alpha 2.

(GC): Do I have to turn off the rotating beacon?

(GC): (UNINTEL) shut off the rotating beacon

(P):(?) 305 this is again.

b6 per FAA
b7C per FAA

(GC): He's on company frequency He should be off in a minute.

(GC): Thank-you.

(P): Go ahead

(P): This fueling truck we go on here now it isn't putting on anything, we're not getting anything aboard. You got another one coming up there?

(GC): We're going to switch trucks and send that other truck up right away. This guy's going on.

(GC): Okay.

(GC): 305 ground, that other truck has 50,000 pounds will that do it, he he can pump?

(P): Yeh, 50,000 will be enough.

(GC): Okay, that other truck has it, so if he can't pump let us know and we'll get another one up there.

(P): Okay, thank-you.

(GC): Ground, Alpha 2, do you want another truck standing by?

(GC): You might, Alpha 2 that other one didn't pump a thing. Why don't you stir up another one?

(GC): Okay.

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This ends re-recording reel #4. The time at this point is approximately 0259 Greenwich.

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Time Period: 6:59 P.M. to 7:41 P.M., PST

Re-recording Reel #5. The following is a transcribed copy of the original recording of communications with Northwest Airlines Flight 305. This transcription covers the period from approximately 0259 Greenwich, November 24, 1971 to approximately 0341 Greenwich, November 24, 1971. The following conversation is between Northwest Flight 305 and the Seattle-Tacoma Tower ground radar position with other various transmissions being received also at this position. This is [REDACTED]

b6 per FAA
b7C per FAA

[REDACTED] supervising the reproduction and I certify;
this is a true copy of the original recording.

Ground Control (GC): This one's got 50,000 pounds of fuel on it.

Pilot (P): Now what was that again, [REDACTED]

(GC): 305 this truck that just came out now has got 50,000 pounds.

(P): Okay, well we've got about 23 on right now so if we could just get one to pump it on then we'll do okay.

(GC): Yeh, well okay.

(GC): 305 ground, if you can, is there only one individual involved?

(P): Affirm

(GC): Roger

(GC): 695 shut off the rotating beacon

(GC): LEE ground, if you need to send that other truck across I gave him a light, but he didn't acknowledge

(GC): Okay, I'm going to put a couple passengers on that truck taking it up there to the ramp and then let's make sure its given a green light and then you'll put it over there, okay? DB Cooper-476

(GC): Okay, fine.

(GC): Okay, you want to give him a green light

(P): 305 ground is that truck pumping alright?

(GC): Affirm

(GC)(?): ☐ ground

(GC): Yeh ☐ go ahead

(GC): 305 on also?

(GC): Affirmative

(GC): Ground ☐ go ahead

(P): Guess the guy's in the back of the airplane

(GC): 305 ground

(GC): 305 is the individual in the back; he can't hear.

(GC): What did he say

(GC): You can have all the conversation you want.

(GC): Okay.

(GC): 305 did you hear the message. FFA from Washington, D.C., from the FFA Chief Psychiatrist, he believes the second parachute is for the stewardess to use with him to go out, and after he leaves the airplane will be blown up.

(P): ☐ I kind of figured someway to get her out, I'd kind of like to get her out we're ready to go.

(CG): Okay, you got the message. That's what we needed to forward.

(CG): BILL, this is AL here

(CG): Yeh.

(CG): Have you been able to get in the back end of that cockpit or won't he come out?

b6 per FAA
b7C per FAA

b6 per FAA
b7C per FAA

(P): He doesn't want any of us in the aisle. The only one he negotiates with is the stewardess and he doesn't want anybody beyond that first curtain. We've never left the cockpit.

(GC): Did you get the maps I sent out there?

(P): Yeh, we got all that stuff.

(GC): And you got that deal from Boeing on how to get out of there?

(P): Yeh we got that.

(GC): He's got that himself maybe. I don't know whatever you elect to do.

(P): We're in a rut. Well he seems to want those back steps down. Well we've kind of convinced him now we can't take off with them in ground position, but he want them down when we get airborne, fly with it down and then so he can bail out at any time, I don't know.

(GC): What's he want down?

(P): Back steps.

(GC): No, no you can't do that.

(P): We're talking to [] and he says we got a plan how we can get them down.

b6 per FAA
b7C per FAA

(GC): No, I don't know, maybe [] does.

(P): We're going to have to go unpressurized and of course he wants the rear down for some reason and he wants the flaps down to 15, I think. He seems to know a little bit about an airplane. He says we'll have to go unpressurized, though; he seems to - I don't know where he picked that up. He said we'll have to go below 10,000. If we could get the gal out, well we

DB Cooper-478

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(P): could make tracks ourselves but that's where we can't take and lose her.

(GC): Yeh.

(GC): Is it possible to commute with her to have her come forward to get food?

(P): No, we tried that.

(GC): (UNINTEL)

(P): No, we don't want to try that kind of stuff.

(GC): Ground control this is [] again.

b6 per FAA
b7C per FAA

(GC): Go ahead []

(GC): Do you have another gas truck standing by over there?

(GC): I have a report to brew one up. Alpha 2 are you getting us another gas truck?

(GC): Stand by []

(GC): Well, we're getting up there, [] I think we've got about 1500 pounds here so.

(GC): Did he want another gas truck. Over.

(GC): Just have one stand by in case that he

(GC): Alpha 2 have one stand by.

(GC): Ten-four

(GC): 305 let us know when he unplugs and you have your fuel.

(P): We're just about full.

(GC): 305 ground

(GC): Go ahead.

(P): About the (UNINTEL) I gave to you a little while ago it is a possibility that this is the same thing that was used in

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(P): confirmation on it.

(GC): I see.

(GC): Northwest 305 ground.

(GC): 305 ground.

(GC): Northwest 305 ground.

(P): ☐

b6 per FAA
b7C per FAA

(GC): Can you give me an ETD roughly?

(P): ☐ we're ready to have the stairs removed if you want to advise the individual. We'll see if we can get it detached from here.

(GC): Okay. You call me back when you want your stairs towed away, okay?

(P): Alright we're going to try to give an official signal. We're ready to have the stairs removed right now.

(GC): Okay, I'll go up and get them.

(P)(?): Okay, ☐ I think he's got the message there.

b6 per FAA
b7C per FAA

(GC): 305 this is ☐ again.

(GC): Northwest 305 ground

(GC): 305 go ahead

(GC)(?): ☐ we checked on altitude here in Reno and the minimum obstruction altitude is 15,000.

(P): ☐ okay, it's 15,000, huh?

(GC): Yeh, that's what we show here. The first league is 15,000 going J-5.

(P): Well we may have to go down the coast and come in from another route possibly. Let us check with the company here. We're about ready to crank if we can get some, he says let's get the show on the road so we're ready to crank up here and we want to, we'll

(P): have to pick a flight plan in the air. You get us headed the general direction; put us southerly out over the, somewhat along the coast.

(GC): Okay, we'll start you out here heading toward Portland and then we'll get your clearance cornered.

(P): Okay, fine and we've got the company working on the clearance so, or excuse me, on the flight plan so if we don't answer you right away we're trying to work a couple of free frequencies; the company, you and our friend in the aft end here.

(GC): That's okay. We'll listen to your company freak too so we can tell when you're busy.

(P): Roger, appreciate it, thank-you. We're going to leave you for just a minute now; we'll let the company know.

(GC): Yeh say, this is AL again. I'm down here in a car

(P): Yeh, we're all set you can head on back if you^{b6 per FAA}
^{b7C per FAA}
like and we appreciate your assistance in this thing, and we're going to crank the engines so you've probably heard me say he's indicated that he wants the show on the road so we're going to get her cranked up here and pick our clearance in the air.

(GC): Or maybe you can get him into down towards Portland he might get homesick and want to land there again, I don't know.

(P): Well we'll hope for something to happen here that's a; well we're going to, you go ahead and pull out. We're going to get cranked up here now. So we'll see you later.

(GC): Yes sir, thank-you very much and best of luck.

(P): Yeh.

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(GC): Now, if you're coming across you're clear to cross now.

(GC): Okay, we're coming across.

(GC): Coming across, overhead downstairs? He's starting now and we're going to have to show him direct Portland.

(GC): Okay.

(GC): On his planning does it look like he's going north?

(GC): No, he's going south, we'll get him on south

(unintel).

(CG): Northwest 305 I hear you on company frequency. Taxi, on six right, you can do a one eighty and taxi back, and refer to Portland Vector 23, maintain 10,000 and remain in this freak until advised and transfer under 3100 until the other codes advises. Out.

(P): Okay, Northwest 305 will taxi back up three four left and will clear to Portland by Vector 23, maintain 10,000 and 3100, transponder code.

(GC): That's correct and checking the maps all the way down, and 305 checking on the maps Vector 23 all the way south the highest mountain is 10,000 that looks about like the best to get you down and that goes all the way into Sacramento at 10 or less.

(P): Okay, fine. We've advised the company that this may be the best approach to go. We haven't really had time to check it out but of course somewhere along the coast would be best. Our company indicates to us that, well you probably heard PAUL saying that it wouldn't add appreciably to our Reno way by going doglegging it.

(GC): Yeh, Vector 23 you're over the valley most of the way. It's populated most of the way so it might be Vector 23 all the

DB Cooper-482

(GC): way down. It looks to us like the best.

(P): Okay, fine that's alright as long as we got the (UNINTEL) that's all that matters.

(GC): And 305 ground if enroute there's any problem on communications why don't we just clear you to Sacramento that looks a little bit longer than Reno not much. Let's clear you to Sacramento to maintain 10,000.

(P): Okay, clear to Sacramento and maintain 10,000. How about re-routing Vector 23. We haven't got the maps out here and haven't really had a chance to look at it.

(GC): That'll be Vector 23 all the way to Sacramento.

(P): Okay, that's easy enough and ground no force on 305 be advised that I will be trying to make her up to altitude any way we can here now before going the, if possible the said or any other restrictions that may be imposed upon us.

(GC): No restrictions at all. You fly in the best way you can do her.

(P): Thank-you.

(GC): And 305 there'll be people with you all the way down.

(P): I would certainly appreciate it. Thanks alot.

(GC): And that goes for many others of us too.

(GC): Roger.

(GC): Hello Northwest 305 when departure sends you over to center, the frequency of center will be 121.2.

(P): Okay, the Seattle center will be 121.2 Thank-you sir.

(GC): That's correct.

(GC): The report is seven here altimeters can be missed

at least 4,000 feet if it would help you at all.

DB Cooper-483

(P): I'm sorry say it again please.

(GC): Altimeter can be missed at least 4,000 feet if it will help you.

(P): Okay.

(GC): And 305 another suggestion if you do get on top of 10,000 let center know because there's going to be people behind you and probably be trailing along with you.

(P): Ground Northwest 305 we didn't answer you, we were talking with the company.

(GC): Okay, you're going to have people following you all the way down so if you do get on top or where the visibility is good, you might advise center about it.

(P): Okay, we will do that. Thank-you sir.

(P): (UNINTEL) that's quite alright. It'll give us a chance to make a double check. We're not quite sure what our procedure is.

(GC): Everybody except Northwest 305 clear the frequency and 305 you're cleared for takeoff when you're ready and the wind is 180 degrees, one zero, and the altimeter is 2991.

(P): Okay 2991 do you want us on the right or left?

(GC): The right one's fine. If you'd rather have the long one, the left one's fine. You can have it, it's your choice.

(P): Okay, we'd just as soon take the long one.

(GC): Okay, one six left declared for takeoff.

(P): Roger, understand. Do you want us to stay with you on departure?

(GC): This will be fine.

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(P): Thank-you.

(GC): And 305 you are clear from configuration as far as the back steps?

(P): That's affirm.

(GC): Roger

(GC): Northwest 305, he wants to go to altitude as fast as he can go, so don't restrict him.

(GC): Okay.

(GC): And he's cleared to Sacramento. I don't know he may deviate on his own, he said he didn't know what, but he would go one way or the other to do whatever he needs.

(GC): Okay.

(GC): And if you got (UNINTEL) he may change altimeter to give him an extra program.

(GC): 31 we're going to go straight to center with him.

(GC): Northwest 305 are you going to go (UNINTEL). Okay and if it looks good, good luck on it and contact center 121.2 Squak (UNINTEL).

(GC): off and running.

b6 per FAA
b7C per FAA

(GC): Three you might tell center he's dirty, he's got gear hanging and flaps down.

(GC): Roger Alpha 3.

(GC): Alpha 3 ground.

(GC): Off the end of the concourse let's cross one six left and go over and go over and check the end of one six right for any debris or anything that might be there.

(GC): Three go to the runway one six left and half traffic

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(GC): over the touching down.

(GC): Roger.

(GC): Alpha 3 when vehicles cross over, go on to one six right.

(GC): Alpha 3 roger.

This ends re-recording Reel #5. The time at this point is approximately 0341 Greenwich. This concludes the reproduction of this recording pertaining to the alleged hijacking of Northwest Airlines Flight 305 on the 24th of November, 1971, at Seattle, Washington.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 1/5/72b6 per FAA
b7C per FAA

[redacted] Auburn, Washington, provided a transcription prepared by his office of tape recordings of transmissions between the Auburn center and Northwest Airlines Flight #305, which was under hijack on November 24, 1971.

[redacted] advised that the original tapes are maintained in his custody. ■

[redacted] advised that the Seattle Center worked Flight #305 on the way in to Seattle from Portland, but had no indication that a hijack had occurred and the aircraft did not squawk any signal as to a hijack situation. They were not aware of the hijack until they handed off the plane to the Seattle-Tacoma Tower.

[redacted] advised that after the plane took off from Sea-Tac on its way south toward Sacramento, California, the Auburn Center worked the flight from shortly after take-off until they handed the flight off to the Oakland Center, which occurred at the Oregon-California border. b6 per FAA b7C per FAA

In view of the fact that the times listed in the log provided by [redacted] are in Greenwich Mean Time (GMT), an insertion has been made at least once in each page to convert the GMT to Pacific Standard Time.

Interviewed on 12/30/71 at Seattle, Washington File # SE 164-81

by SA CHARLES E. FARRELL/klb Date dictated 12/30/71

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Seattle Air Route Traffic Control Center

Name of Facility Preparing Transcription
Seattle Air Route Traffic Control Center

Subject of Transcription
Air-Ground Communications Pertaining to the Incident to
Northwest Airlines Flight 305

Date and Period of Time Covered by Transcription
0337:11 GMT to 0545:29 GMT 25 November 1971

| Agencies Making Transmissions and Abbreviation of Each | |
|---|----------------|
| Northwest Airlines Flight 305 | NW305 |
| Seattle ARTCC Position R2 | SEA R2 |
| Seattle ARTCC Position R5 | SEA R5 |
| Seattle ARTCC Position R6 | SEA R6 |
| Seattle ARTCC Position R10 | SEA R10 |

I HEREBY CERTIFY that the following is a true transcription of the
recorded conversation pertaining to the subject incident.

b6 per FAA
b7C per FAA

I certify that this is a true copy of the
original which is on file at this office.

DB Cooper-488

0337:11 NW 305
(7:37 PM, PST)

Northwest three oh five we're ah

0337:17 SEA R2

Northwest three zero five ident verify assigned
one zero thousand

0337:23 NW 305

(Unintelligible) three zero five

- - - - -

0339:43 SEA R2

Northwest three zero five say altitude now

- - - - -

0340:02 SEA R2

Northwest one zero correction Northwest three
zero five say altitude please

0340:06 NW 305

Three oh five through sixty five hundred ah trying
to get the steps down down back there ah

- - - - -

0340:37 NW 305

One oh five ah three oh five we're gonna level off
here for a while at seven thousand he wants the
steps down and ah we're gonna have er about down
to a hundred and sixty knots

0340:48 SEA R2

Northwest three zero five roger

- - - - -

0344:22 SEA R2

Northwest three zero five advise if you change
altitudes over

NW 305

Okay we'll hold at seven here we got the back steps
down now and ah it looks like we aren't gonna be
able to climb anymore ah we'll hold seven thousand

0344:34 SEA R2
(7:44 P.M., PST)

Northwest three oh five roger

- - - - -

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Page 2

0349:18 SEA R2
(7.49 PM, PST)

Northwest three zero five in event of lost communications contact Seattle Center one three three point nine

0350:05 SEA R2

Northwest three zero five Toledo altimeter two nine nine eight

0351:31 NW 305

Center Northwest three oh five ah we're gonna climb out climbing up ah to ten thousand and ah we're through nine now

0351:42 SEA R2

Northwest three zero five roger report level at one zero thousand

NW 305

Roger

- - - - -

0353:34 NW 305

Northwest three oh five we're leveling at ten thousand

SEA R2

Northwest three oh five roger

0353:40 NW 305

Airspeed in the vicinity of one seventy one eighty

SEA R2

Three oh five roger

- - - - -

0359:10 SEA R2

Northwest three zero five contact Seattle Center one three three point nine

0359:15 NW 305

Ah one thirty three point nine

(7.59 PM, PST)

- - - - -

Page 3

0413:14 NW 305
(8:13 PM, PST)

Center four oh five (unintelligible) twenty point
nine ten thousand

SEA R5

Northwest three zero five ident

0415:52 SEA R5

Northwest three zero five the Portland ah altimeter
three zero zero three

NW 305

Zero zero three

0433:36 SEA R5

Northwest three zero five contact Seattle Center
one two five point eight

0433:46 NW 305

Twenty five point eight so long

SEA R5

Good day sir

0433:51 NW 305

Seattle Center Northwest three zero five ten
thousand

0433:55 SEA R6

Northwest three zero five Seattle Center one zero
thousand ident

0445:45 SEA R6
(8:45 PM - PST)

Northwest three zero five Eugene altimeter three
zero zero six

NW 305

Ah one three zero point six

Page 4

SEA R6 Negative sir Eugene altimeter three zero zero six

NW 305 Okay switching

SEA R6 Negative sir remain on this frequency that's an altimeter ah the current altimeter is three zero one one

0446:06 NW 305 Oh okay three zero one one
(8:46 PM, PST)

0454:47 SEA R6 Northwest three zero five Seattle radio check

NW 305 Three oh five loud and clear

0454:53 SEA R6 Roger sir I lost your transponder

0503:36 SEA R6 Northwest three zero five contact Seattle Center now on one two five point three

0503:41 NW 305 Okay twenty five point three Northwest three oh five

0503:57 NW 305 Seattle Center Northwest three zero five at ten thousand

0504:05 SEA R10 Northwest three zero five Seattle Center ident
(9:04 PM, PST)

Page 5

0513:10 SEA R10 Northwest three zero five Medford altimeter three
(9:13 PM, PST) zero one three

0513:16 NW 305 Three zero one three

- - - - -

0528:01 SEA R10 Northwest three zero five request the outside air
temperature at your altitude

NW 305 Ah three oh five you came on with somebody else
say again

SEA R10 Northwest three zero five request the outside air
temperature at your altitude

0528:28 NW 305 Ah (unintelligible) minus five

SEA R10 Understand minus five zero five

NW 305 (Unintelligible)

SEA R10 Northwest three zero five verify that temperature
as centigrade

0529:04 NW 305 That's okay centigrade

SEA R10 Roger

- - - - -

0538:31 SEA R10 Northwest three zero five the Montague altimeter
(9:38 P.M., PST) three zero one one

- - - - -

Page 6

0541:48 SEA R10 Northwest three zero five the Montague altimeter
(9:41 PM, PST) three zero one one

0541:52 NW 305 Three zero one one roger three oh five

0543:26 NW 305 Ah Northwest three zero five

SEA R10 Northwest three zero five go ahead

0543:32 NW 305 Roger we'd like to start climb to eleven thousand
(unintelligible) okay with you

SEA R10 Northwest three zero five ah climb to one one
thousand under your conditions are approved
report reaching

0543:46 NW 305 Three oh five

0545:20 SEA R10 Northwest three zero five contact Oakland Center
on one two zero point four good luck sir

0545:29 NW 305 Okay one two zero point four thank you
(9:45 PM, PST)

SE 164-81

FEDERAL AVIATION ADMINISTRATION LOG

OAKLAND (CALIFORNIA) CENTER

Insertions have been made to convert the Greenwich
Mean Time (GMT) to Pacific Standard Time (PST).

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIR ROUTE TRAFFIC CONTROL CENTER
5125 Central Avenue
Fremont, California 94536



30 November 1971

Facility : Oakland Air Route Traffic Control Center

Subject : Report Concerning Hijacking of Aircraft NW305

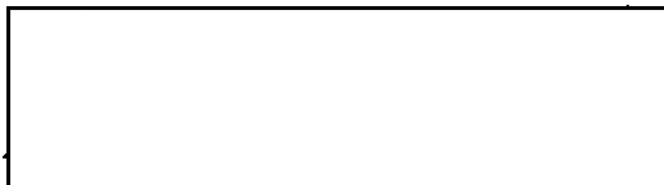
Date : 25 November 1971 -- 0544 GMT to 0635 GMT

List of Agencies :

| | |
|---------------------------|-----------|
| Oakland Center | OAK ARTCC |
| Red Bluff Sector | (RBL) |
| Oakland Center | OAK ARTCC |
| Reno Sector | (RNO) |
| Oakland Center | OAK ARTCC |
| Coordinator Position EO3 | (EO3) |
| Oakland Center | OAK ARTCC |
| Coordinator Position EO4 | (EO4) |
| Oakland Center | OAK ARTCC |
| Watch Supervisor Position | (WSE) |
| Oakland Center | OAK ARTCC |
| Flow Control Position | (FCC) |
| Seattle Center | SEA ARTCC |
| Sector D10 | |
| Reno Tower | RNO Twr |
| Reno, Nevada | |
| NW305 | NW305 |

Certification

I hereby certify that the following is a true transcription of the recorded conversation pertaining to the subject hijacking.



b6 per FAA
b7C per FAA

GMT
TIME

0544

(9:44 PM, PST)

OAK ARTCC: Red Bluff
(RBL)

SEA ARTCC: Here's a handoff on Northwest three zero five

OAK ARTCC: Okay we don't see a target as yet
(RBL)

SEA ARTCC: Okay he's climbing slowly to one one thousand

OAK ARTCC: J M
(RBL)

0545

OAK ARTCC: Seattle go ahead with uh try again the handoff Northwest
(EO4) three oh five

SEA ARTCC: Northwest three zero five uh out of one zero thousand
climbing slowly to one one thousand is one mile south
Fort Jones

OAK ARTCC: Radar contact Northwest three zero five
(EO4)

SEA ARTCC: L E

OAK ARTCC: W X
(EO4)

0546

(9:46 PM
PST)

NW305: Uh climbing to eleven we're out of ten seven

OAK ARTCC: Northwest three zero five roger climbing to one one
(RBL) thousand ident

NW305: (Unintelligible)

GAT
TIME

OAK ARTCC: Northwest three zero five roger have radar contact uh
(RBL) part of your transmission was blocked by another aircraft
go ahead with your request again

OAK ARTCC: Nine eight three stand by . . Northwest three zero five
(RBL) anything at all that you're requesting is approved uh
you're requesting direct Reno at this time . . is that
correct

NW305: I want to go direct Red Bluff to Reno and uh we can either
do it on our own navigation or accept a radar vector if
you want to give it to us

OAK ARTCC: Uh roger Red Bluff direct Reno is approved . . I'd like
(RBL) you a little bit farther south and clear a few more of
the hills at one one thousand prior to going direct . .
however if you keep me advised I'll give you headings at
any time

0547

(9:47 PM, PST)

NW305: You can give us headings so I can get to Red Bluff please

OAK ARTCC: Uh roger depart Red Bluff then heading of zero nine zero
(RBL) vector to Reno

NW305: Okay will do

OAK ARTCC: Northwest three zero five Oakland Center radio check . .
(RBL) Rescue nine eight three I'm transmitting only on UHF
now . . I don't believe the Northwest can uh copy . . uh
you can monitor on one two zero point four but transmit
on three zero six point nine

0552

(9:52 PM, PST)

OAK ARTCC: Northwest three zero five the Red Bluff altimeter three
(RBL) zero one eight

NW305: Three zero one eight thank you

GMT
TIME

0553

(9:53 PM, PST)

OAK ARTCC: Give me periodic checks on his position then
(WSE)

OAK ARTCC: Okay they are ten miles apart now . . we're starting to
(EO4) turn the rescue

OAK ARTCC: Yeah but I mean uh Northwest's position and any time you
(WSE) change his frequency or his altitude or whatever

OAK ARTCC: Yeah he's fifty northwest of Red Bluff Victor twenty
(EO4) three

OAK ARTCC: Okay
(WSE)

0555

OAK ARTCC: Northwest three zero five are you now level at one one
(RBL) thousand

NW305: Three oh five roger we're level at one one

0559

OAK ARTCC: Northwest three zero five traffic ten o'clock eight miles
(RBL) westbound

NW305: This three zero five that for us

0605

(10:05 PM, PST)

OAK ARTCC: Northwest ten northwest Red Bluff
(EO4)

OAK ARTCC: Verify ten northwest of Red Bluff
(WSE)

OAK ARTCC: Yep ten northwest to be exact
(EO4)

OAK ARTCC: Okay and vector what
(WSE)

OAK ARTCC: Be zero niner zero out of Red Bluff
(EO4)

GMT
TIME

OAK ARTCC: Okay thank you

0606 (10:06 P.M., PST)

(WSE)
OAK ARTCC: Northwest three zero five traffic twelve o'clock six
(RBL) miles northbound

NW305: Zero five roger

0607

NW305: This Northwest three zero five er we start our turn to
ninety that okay

OAK ARTCC: Northwest three zero five affirmative
(RBL)

0608

OAK ARTCC: And Red Bluff now three zero one eight
(RBL)

NW305: Three zero one eight

0609

OAK ARTCC: Northwest three zero five present time Reno weather is
(RBL) clear and the visibility twelve

NW305: Roger thank you

0611

OAK ARTCC: Okay he's over Red Bluff turning

0614 (10:14 P.M., PST)

(EO4)
OAK ARTCC: Northwest three zero five you can expect radar vectors
(RBL) to intercept the ILS active runway one six at Reno

NW305: Zero five roger vectors for ILS for one six

OAK ARTCC: That's correct
(RBL)

GMT
TIME

NW305: Is the course that we're operating uh unpressurized and we're going to need a very slow descent whatever vectoring is necessary to get us about a three hundred per minute rate of descent ah maybe five at the outside uh we'll need plenty of time to do this and uh set ourselves up

0615

NW305: You read three zero five center

OAK ARTCC: (RBL) Eh Northwest three zero five Oakland Center roger affirmative I did copy a slow rate of descent and unpressurized

NW305: Roger thank you

0623

OAK ARTCC: (RBL) Northwest three zero five the Reno altimeter three zero zero niner

NW305: Uh thirty oh nine

OAK ARTCC: (RBL) Right

0626

(10:26 PM, PST)

OAK ARTCC: (RBL) Northwest three zero five contact Oakland Center one two eight point eight

NW305: Okay one twenty eight eight bye

OAK ARTCC: (RBL) Good day now

NW305: Oakland Center Northwest three zero five we're eleven thousand

OAK ARTCC: (RNO) Northwest three zero five roger ident

GMT
TIME

0628

(10:28 PM, PST)

OAK ARTCC: Northwest three zero five left heading zero six zero
(RNO)

NW305: Okay zero six zero three oh five

NW305: On this kinda configuration uh we make pretty shallow turns cause it kills off our speed pretty much if we make a standard

OAK ARTCC: I understand you need a long final into Reno so I'm taking you up about oh twenty five or thirty miles north of Reno
(RNO)

NW305: Okay

0632

OAK ARTCC: Reno Approach Center
(EO3)

RNO Twr: Reno

OAK ARTCC: Let's see if we can give you a handoff Northwest three zero five
(EO3)

RNO Twr: I don't see anything west yet

OAK ARTCC: Okay stretch your radar well out to the northwest
(EO3)

RNO Twr: Okay. I'm out fifty miles now

0633

(10:33 PM, PST)

OAK ARTCC: Okay
(EO3)

RNO Twr: Is he still on thirty one

GMT
TIME

OAK ARTCC: Yeah he's on thirty one

(EO3)

0634

(10:34 PM, PST)

RNO Twr: Okay radar contact Northwest three zero five at forty two miles

OAK ARTCC: Okay forty two west northwest of Reno heading zero six zero one one thousand
(EO3)

RNO Twr: L H

OAK ARTCC: Wink what frequency for Reno Approach
(FCC)

RNO Twr: Put him one twenty six three please

0635

(10:35 PM, PST)

OAK ARTCC: One twenty six three
(EO3)

RNO Twr: Right

OAK ARTCC: Will do
(EO3)

OAK ARTCC: Northwest three zero five uh Reno Approach one one niner point two
(RNO)

OAK ARTCC: Northwest three zero five Oakland
(RNO)

NW305: Three oh five go ahead

OAK ARTCC: Roger Reno Approach on one two six point three
(RNO)

NW305: Twenty six three for approach roger

SE 164-81

FEDERAL AVIATION ADMINISTRATION LOG

RENO (NEVADA) CENTER

Parentetical insertions have been made to
convert the Greenwich Mean Time (GMT) to Pacific Standard,
Time (PST).

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

29 November 1971

AIRPORT TRAFFIC CONTROL TOWER
Reno International Airport
1900 National Guard Way
Reno, Nevada 89502



Transcription prepared by Reno Airport Traffic Control Tower, Reno, Nevada.

Subject: Conversation between Northwest Airlines Flight 305 and Reno Departure Control (Radar), Reno Local Control and Oakland Air Route Traffic Control Center pertinent to the incident of Northwest Airlines Flight 305 on 25 November 1971 between 0632 GMT and 0722 GMT.

Date and period of time covered by the transcription:

25 November 1971, from 0632 GMT to 0722 GMT.

Agencies making transmissions and abbreviation for each:

| | |
|---|------------|
| Reno Departure Control (Radar): | RNO TWR DR |
| Reno Local Control: | RNO TWR LC |
| Oakland Air Route Traffic Control Center: | OAK ARTCC |
| Northwest Airlines Flight 305: | NW305 |

I HEREBY CERTIFY that the following is a true transcription of the recorded conversation pertaining to the subject incident.



b6 per FAA
b7C per FAA

0632 GMT

10:32 PM, PST

RNO TWR DR: RENO

OAK ARTCC: LET'S SEE IF WE CAN GIVE YOU A HANDOFF NORTHWEST THREE ZERO FIVE

RNO TWR DR: I DON'T SEE ANYTHING WEST YET

OAK ARTCC: OKAY STRETCH YOUR RADAR WAY OUT TO THE NORTHWEST

0633 GMT

10:33 PM, PST

RNO TWR DR: OKAY I'M OUT TO FIFTY MILES NOW

OAK ARTCC: OKAY

RNO TWR DR: IS HE STILL ON THIRTY ONE

OAK ARTCC: HE'S ON THIRTY ONE WE HAVE A ALSO CODE ELEVEN THIS IS A AIR RESCUE
FIVE ZERO NINE EIGHT THREE

OAK ARTCC: AND THE LET ME GIVE YOU THE TYPE I DON'T KNOW IF HE'S GOING TO
FOLLOW HIM IN FOR A LANDING

OAK ARTCC: AND IT'S A C ONE THIRTY COPY

RNO TWR DR: YEAH

OAK ARTCC: OKAY

0634 GMT

10:34 PM, PST

RNO TWR DR: RADAR CONTACT NORTHWEST THREE ZERO FIVE AT FORTY TWO MILES

OAK ARTCC: FORTY TWO WEST NORTHWEST OF RENO HEADING ZERO SIX ZERO ONE ONE
THOUSAND

RENO TWR DR: LH

OAK ARTCC: OKAY RESCUE FIVE ZERO NINE EIGHT THREE IS AN SIX IN TRAIL FIVE MILES PROVIDING HIS OWN SEPARATION

RENO TWR DR: OKAY I DON'T HAVE HIM YET

OAK ARTCC: OKAY HE'S ON CODE ELEVEN HOWEVER HE IS AT ONE TWO THOUSAND

RENO TWR DR: LH

0635 GMT *10:35 PM, PST*

OAK ARTCC: WAIT WHAT FREQUENCY FOR RENO APPROACH

RENO TWR DR: PUT HIM ON ONE TWO SIX POINT THREE

OAK ARTCC: ONE TWO SIX THREE

RENO TWR DR: RIGHT

OAK ARTCC: WILL DO

NW305: RENO APPROACH THIS IS NORTHWEST THREE ZERO FIVE ELEVEN THOUSAND HEADING ZERO SIX ZERO

RENO TWR DR: NORTHWEST THREE ZERO FIVE RENO APPROACH RADAR CONTACT THIRTY MILES NORTHWEST OF RENO USING RUNWAY ONE SIX WIND ZERO TWO ZERO DEGREES VARIABLE AT SEVEN ALTIMETER THREE ZERO ONE ZERO MAINTAIN PRESENT HEADING FOR VECTOR TO THE ILS FINAL APPROACH COURSE EXPECT LOWER ALTITUDE AN CORRECTION EXPECT A LOWER ALTITUDE IN TWENTY MILES

NW305: OKAY AN WE'RE TRYING TO MAKE CONTACT WITH THE BACK ROW AND AN WE'RE GOING TO GET THESE STEPS UP BEFORE WE CAN MAKE OUR LANDING SO AN WE'LL PROCEED IN AND AN WERE LIABLE TO BREAK IT OFF AT SOME POINT AND WE'LL KEEP YOU ADVISED

0636 GMT *10:36 PM, PST*

RNO TWR DR: OKAY FINE

0637 GMT *10:37 PM, PST*

RNO TWR DR: NORTHWEST THREE ZERO FIVE YOU CAN EXPECT NINE THOUSAND IN THREE MILES

NW305: OKAY NINE THOUSAND THREE MILES

0638 GMT *10:38 PM, PST*

RNO TWR DR: NORTHWEST THREE ZERO FIVE DESCEND AND MAINTAIN NINE THOUSAND TURN RIGHT HEADING ZERO NINE ZERO

NW305: RIGHT TO ZERO NINE ZERO THE HEADING AND DOWN TO NINE

RNO TWR DR: NORTHWEST THREE ZERO FIVE TURN RIGHT HEADING ONE THREE ZERO

NW305: RIGHT TO ONE THREE ZERO

0639 GMT *10:39 PM, PST*

RNO TWR DR: NORTHWEST THREE ZERO FIVE UPON INTERCEPTING THE RENO LOCALIZER TURN INBOUND

NW305: OKAY UPON INTERCEPTING THE LOCALIZER WE'LL TURN INBOUND

0642 GMT *10:42 PM, PST*

RNO TWR DR: NORTHWEST THREE ZERO FIVE YOU APPEAR TO BE ABOUT A MILE EAST OF THE LOCALIZER NOW A RIGHT TURN BACK TO ABOUT ONE NINE ZERO WILL PUT YOU BACK ON

NW305: OKAY ON ONE NINE ZERO

RNO TWR DR: NORTHWEST THREE ZERO FIVE DESCEND AND MAINTAIN EIGHT THOUSAND TWO HUNDRED

NW305: EIGHT THOUSAND TWO HUNDRED ON THE ALT

0643 GMT

10:43 PM, PST

RNO TWR DR: NORTHWEST THREE ZERO FIVE WHAT'S THE STATUS ON THE STAIRS NOW SIR

NW305: AH WE HAVEN'T BEEN ABLE TO GET AROUND OF ANYBODY YET UN TRYING TO CONTACT HIM AND AH THEY'RE STILL DOWN SO I WE HAVEN'T DECIDED YET AH WE MIGHT COME IN AND LAND WITH THEM DOWN THERE'D BE SOME SPARKS SO

RNO TWR DR: OKAY IF YOU THINK YOU'RE GOING TO HAVE TO CIRCLE I'D SUGGEST YOU'D MAINTAIN ABOUT EIGHTY TWO HUNDRED

NW305: OKAY IS THAT EIGHTY TWO HUNDRED ON THE CIRCLE

RNO TWR DR: THAT'S OKAY

NW305: OKAY THANK YOU

0644 GMT

10:44 PM, PST

RNO TWR DR: NORTHWEST THREE ZERO FIVE IF YOU DECIDE TO CIRCLE MAKE YOUR CIRCLE TO THE LEFT AND EAST OF THE LOCALIZER COURSE

NW305: THREE ZERO FIVE ROGER

0645 GMT

10:45 PM, PST

NW305: AND THREE ZERO FIVE WE'LL PROBABLY BE AH HOLDING IN THE MARKER AREA OR THE AREA OF THE MARKER HERE AH WE'LL CIRCLE TO THE LEFT

RNO TWR DR: OKAY

RNO TWR DR: THREE ZERO FIVE MAINTAIN EIGHT THOUSAND FIVE HUNDRED FOR YOUR CIRCLE

NW305: AH THREE ZERO FIVE OKAY

0646 GMT

INW305: THREE ZERO FIVE AH WE'RE JUST COMING UP TOWARDS THE MARKER HERE
WE'LL START HER IN

RNO TWR DR: NORTHWEST THREE ZERO FIVE ROGER

RNO TWR DR: TRAFFIC WILL BE HOLDING ABOVE YOU AT TWELVE NO PROBLEM

INW305: THREE ZERO FIVE ROGER -

0647 GMT *10:47 PM, PST*

INW305: RENO TOWER CAN WE GET THE WIND AGAIN

RNO TWR DR: THREE ZERO FIVE SAY AGAIN

INW305: CAN WE HAVE A WIND CHECK

RNO TWR DR: ONE FOUR ZERO DEGREES AT FIVE

INW305: ROGER

0648 GMT *10:48 PM, PST*

INW305: APPROACH AH THREE ZERO FIVE WE CAN'T SEEM TO RAISE HIM BACK THERE
IF HE IS THERE WE KIND OF HATE TO WE'D JUST AS SOON LAID WITH THE
THING HANGING DOWN IT ISN'T ALL THE WAY DOWN AND THEN PROBABLY
WON'T HAVE ANY PRESSURE ON IT SO WE HOPE IT'LL (unintelligible)
FREE AND AH WHERE DO YOU WANT US TO GO AFTER WE GET ON THE GROUND

RNO TWR DR: NORTHWEST THREE ZERO FIVE PLAN TAXIING NORTH TO THE TERMINAL RAMP

INW305: AH WE DON'T WANT TO GET INTO THE TERMINAL AREA SOME AH RUNWAY THAT'S
CLEAR OF THE TERMINAL

RNO TWR DR: OKAY STANDBY

0649 GMT

RNO TWR DR: THREE ZERO FIVE DO YOU WANT TO HOLD ON THE RUNWAY

NW305: AH IF WE'VE GOT SOMEBODY ELSE COMING IN THERE WE'D JUST SOON GET OFF ON THE TAXIWAY SOMEWHERE

RNO TWR DR: OKAY WE CAN PUT YOU UP NEAR THE TERMINAL IT'S WELL CLEAR OF THE ALL BUILDING AREAS IT'S A AH VERY LARGE RAMP AREA

NW305: AH I WANT TO STAY AWAY FROM ANY HAZARD IF THE BOMB GOES OFF WE DON'T WANT IT TO HINDER ANYONE AND UH WE'LL WAIT THE FUEL TRUCKS TO FULL UP SO AH ANYWAY IF YOU GOT A WIDE APRON

0650 GMT *10:50 PM, PST*

RNO TWR DR: OKAY I BELIEVE THE WIDE APRON WOULD BE BEST

RNO TWR DR: DO YOU WANT TO START INBOUND NOW SIR ON YOUR APPROACH

NW305: JUST A MINUTE

0651 GMT *10:51 PM, PST*

RNO TWR DR: NORTHWEST THREE ZERO FIVE YOU CAN PLAN ON PARKING IN THE TERMINAL RAMP IT'LL BE A HUNDRED AND FIFTY YARDS BACK FROM THE TERMINAL

NW305: OKAY YOU JUST LEAD US WHEN WE GET ON THE GROUND

RNO TWR DR: WE'LL DO IT

RNO TWR DR: DO YOU PLAN ON BRINGING IT IN NOW SIR

NW305: YES SIR

0652 GMT *10:52 PM, PST*

RNO TWR DR: THREE ZERO FIVE TRAFFIC ELEVEN O'CLOCK TWO MILES NORTHEBOUND WELL ABOVE YOU

NW305: THREE ZERO FIVE

NW305: OKAY WE'RE GONNA MAKE ONE MORE CIRCLE THEN WE'LL PROBABLY COME IN

0655 GMT *10:55 PM, PST*

RNO TWR DR: NORTHWEST THREE ZERO FIVE THREE MILES FROM SPARKS RADIO BEACON
CLEARED FOR AN ILS ALPHA APPROACH

NW305: CLEARED FOR THE APPROACH THREE ZERO FIVE

0657 GMT *10:57 PM, PST*

RNO TWR DR: NORTHWEST THREE ZERO FIVE REMAIN ON THIS FREQUENCY AND CONTACT TOWER AT THE OUTER MARKER

NW305: OKAY WE'LL REMAIN ON THIS FREQUENCY WITH YOU AH BE ADVISED APPROACH THAT UH WE'RE NOW MARKER INBOUND AND UH AH WE'RE GOING TO BE LANDING WITH THE AIR STAIR IN THE DOWN POSITION AH WE DON'T SEEM TO GET ANY RESPONSE FROM OUR FRIEND IN THE BACK

RNO TWR DR: DO YOU WANT THE EQUIPMENT STANDING BY

NW305: SAY AGAIN PLEASE

RNO TWR DR: DO YOU WANT THE EMERGENCY EQUIPMENT TO STAND BY

NW305: NEGATIVE NEGATIVE WE DON'T WANT ANY FLASHING LIGHTS WE DON'T WANT ANYTHING BUT A NORMAL SITUATION WE ASK THAT YOU TREAT THIS AS NORMAL LANDING IN EVERY RESPECT OVER

RNO TWR DR: YES SIR THAT'S THE WAY IT'LL BE

NW305: THANK YOU

RNO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER CLEARED TO LAND

0658 GMT *10:58 PM, PST*

INW305: NORTHWEST THREE ZERO FIVE ROGER UNDERSTAND CLEARED TO LAND -----
THE FULL LENGTH OF THE RUNWAY IS AVAILABLE

RNO TWR LC: AFFIRMATIVE

INW305: THANK YOU

0659 GMT *10:59 PM, PST*

INW305: SAY YOUR ALTIMETER PLEASE

RNO TWR LC: THREE ZERO ONE ZERO

INW305: THIRTY TEN THANK YOU

0702 GMT *11:02 PM, PST*

INW305: WAITT US TO ROLL TO THE END

RNO TWR LC: THREE ZERO FIVE YOU CAN TURN RIGHT THERE IF YOU LIKE AT THE AH
RUNWAY AND THEN ANOTHER RIGHT TURN AT THE TAXIWAY

INW305: OKAY WE'LL TURN DOWN THE ACTIVE RUNWAY WE DON'T KNOW THE NUMBER
IS IT TWO FIVE

RNO TWR LC: RIGHT THERE AT THAT RUNWAY THAT YOU'RE ON NOW IS A RIGHT TURN AND
THEN A RIGHT TURN AT THE BLUE LIGHTS

INW305: ROGER UNDERSTAND IT BE A RIGHT TURN NOW AH FIRST UH -----
TAXIWAY

RNO TWR LC: OKAY CONTINUE AHEAD TO THE BLUE LIGHTS THEN A RIGHT TURN AND THE
TERMINAL WILL BE THE NORTH END AND I WILL GIVE YOU INSTRUCTIONS AS
YOU PROCEED

NW305: OKAY AND AM THIS AM THE AREA YOU'RE TAKING US TO IS AM SOMEWHAT OF
A A ISOLATED AREA IS IT NOT

RENO TWR LC: IT IS THE EAST END OF THE TERMINAL RAMP AM WHERE YOUR FUELING WILL
BE AVAILABLE TO YOU

0703 GMT *11:03 PM, PST*

NW305: OKAY UNDERSTAND

NW305: SEE ANY SPARKS COMING OFF THE TAIL AT ANY TIME ON AM TOUCHDOWN

RENO TWR LC: NEGATIVE NONE AT ALL THE ONLY THING THAT'S VISIBLE ON THE TAIL IS
LIGHTS AM APPARENTLY ON YOUR RAMP

NW305: ROGER UNDERSTAND STAIR LAMPS AM STAIR LIGHTS

RENO TWR LC: I DO SEE SOME AM SPARKS NOW JUST A FEW AM TRAILING YOU AM AS YOU'RE
TAXIING IN

NW305: OUR AM PASSENGER TRIED TO DISEMBARK

RENO TWR LC: I STILL DON'T AM GETTING A FEW SPARKS NOT VERY MANY AT ALL

NW305: OKAY WE'LL TRY TO SLOW OUR TAXIING HERE AS MUCH AM IT PROBABLY
IS DRAGGIN AM

0704 GMT *11:04 PM, PST*

RENO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER YOUR FLAPS ARE RETRACTED

NW305: AM ROGER THANK YOU

RENO TWR LC: OKAY CONTINUE STRAIGHT AHEAD AND AM ON YOUR LEFT YOU'LL SEE A AM
SERIES OF LITTLE RED LIGHTS POINTING TO THE RAMP IT'LL BE A LEFT
TURN THERE YOU'LL BE PARKED ON THE EAST EDGE OF THE AM CONCRETE
RAMP THAT THAT AM ADJOINS

NR305: OKAY UNDERSTAND THAT'LL BE THE FIRST LEFT AND THEN STAY TO THE EAST WHICH WILL BE THE OUTER SIDE OF THE RAMP IS THAT CORRECT

RNO TWR LC: THAT'LL BE AH TO YOUR AH AFTER YOU ONCE MAKE YOUR AH QUARTER LEFT TURN IT'LL BE ON YOUR RIGHT SIDE REMAIN JUST OFF OF THE TAXIWAY ON THE RIGHT SIDE OF THE RAMP

NR305: OKAY UNDERSTAND AND AH AH DO YOU HAPPEN TO KNOW HOW MANY FUEL TRUCKS YOU HAVE STANDING BY

0705 GMT *11:05 PM, PST*

RNO TWR LC: STAND BY I'LL SEE IF I CAN FIND OUT FOR YOU

RNO TWR LC: OKAY YOU CAN START YOUR LEFT TURN ANY TIME AH NORTHWEST THREE ZERO FIVE THEY'LL BE IN THAT AREA JUST TO YOUR LEFT THERE YOU CAN PARK IN THERE AH CLOSE TO THE TAXIWAY

NR305: OKAY UNDERSTAND AH WE'LL AH WE'LL FULL RIGHT OFF HERE AND AH AH I THINK AH MAYBE WE'LL FACE THIS THING TO THE AH IN A NORTHERLY DIRECTION HERE AH THAT'LL ALLOW FREE ACCESS TO THE FUEL TRUCKS FROM AH WE'LL THAT'LL LEAVE OUR NOSE SOMEWHERE NEAR THE FUEL TRUCKS IS WHAT WE'RE GETTING AT I GUESS

RNO TWR LC: OKAY YOU CAN START A RIGHT TURN OR YOU CAN PARK IT RIGHT THERE YOUR CHOICE

NR305: WE'LL START A RIGHT TURN THEN IN ORDER FOR THE AH TRUCK TO GET ACCESS

RNO TWR LC: OKAY THERE'S ONE TRUCK AVAILABLE DO YOU WANT TWO

NR305: AFFIRMATIVE WE'RE GOING TO NEED ANOTHER FULL TRUCK WE'RE GOING TO NEED APPROXIMATELY THIRTY FIVE TO FORTY THOUSAND AH POUNDS OF AH AH KERO

0706 GMT *11:06 PM, PST*

RNO TWR LC: UNDERSTAND THIRTY FIVE TO FORTY THOUSAND POUNDS

NW305: ROGER WE'LL GET AH AH TRY TO FIGURE HERE IN JUST A MOMENT AH

0707 GMT

11:07 PM, PST

RNO TWR LC: ARE YOU READY TO START YOUR REFUELING NOW WITH BOTH TRUCKS THREE ZERO FIVE

RNO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER

RNO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER

NW305: AH I'M SORRY WE'RE TALKING TO THE COMPANY AH RENO GO AHEAD SIR

RNO TWR LC: THREE ZERO FIVE ARE YOU READY TO START YOUR REFUELING NOW

NW305: AFFIRMATIVE AH DO YOU HAVE AH AH VEHICLE WITH AH THAT'S MONITORING US AT THIS TIME OUT THERE NEAR THE FUEL TRUCK

RNO TWR LC: AH THERE IS A FUEL TRUCK OUT THERE WE HAVE HIM ON GROUND CONTROL FREQUENCY

NW305: FINE AH AH WE WOULD LIKE TO BE IN DIRECT COMMUNICATIONS WITH HIM IF WE MAY PLEASE

RNO TWR LC: THE ONLY WAY WE CAN DO THAT AH'LL BE TO CHANGE AH YOUR FREQUENCY NOW TO ONE TWO ONE POINT NINER

NW305: OKAY AH DO DO YOU HAVE ANY CONTACT WITH EM

RNO TWR LC: AFFIRMATIVE

NW305: AH DID YOU SAY AFFIRMATIVE

RNO TWR LC: AFFIRMATIVE WE ARE TALKING TO THEM

0708 GMT

11:08 PM, PST

NW305: OKAY AH I'LL TELL YOU WHAT STAND BY JUST A MOMENT WE'RE AH WE'RE
GONNA LOOK BACK HERE AND SEE WHAT'S GOIN ON

RNO TWR LC: OKAY

0709 GMT *11:09 PM, PST*

NW305: AH GROUND AH OR RENO STAND BY FOR JUST AH FEW MOMENTS PLEASE WE'LL
BE BACK WITH YA

RNO TWR LC: THREE ZERO FIVE ROGER

0711 GMT *11:11 PM, PST*

RNO TWR LC: THREE ZERO NORTHWEST THREE ZERO FIVE RENO TOWER

RNO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER

0712 GMT *11:12 PM, PST*

RNO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER

RNO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER

0713 GMT *11:13 PM, PST*

RNO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER DO NOT TOUCH ANYTHING ABOARD
THE AIRCRAFT EXIT THE AIRCRAFT FROM THE FRONT DO NOT TOUCH ANYTHING
ABOARD THE AIRCRAFT AND EXIT FROM THE FRONT

NW305: AH RENO RENO THIS IS NORTHWEST AH THREE ZERO FIVE

RNO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER

NW305: OKAY SIR BE ADVISED THAT AH WE APPARENTLY AH OUR PASSENGER TOOK
LEAVE OF US SOMEWHERE AH BETWEEN HERE AND SEATTLE WE HAVE AH MADE
A RATHER CURSORY EXAMINATION OF THE AIRCRAFT FOR THE AH BRIEF CASE

AND AH WE ARE UNABLE TO DO THIS WE WOULD LIKE TO SECURE THE AIRCRAFT
WE'LL LEAVE THE BEACON ON WE'RE GOING TO WELL FACT OF THE MATTER IS
WE'RE GOING TO SHUT EVERYTHING DOWN WE'RE GOIN TO TAKE LEAVE OF THE
AIRCRAFT WE WOULD REQUEST THAT AH WE HAVE GROUND TRANSPORTATION IF
YA WOULD AH WE DON'T NEED THE FUELERS WE CERTAINLY THANK THEM FOR
STANDING BY AND EVERYONE ELSE WE REALLY APPRECIATE THE SUPPORT AND
HELP WE GOT AND IF WE COULD GET SOME AH TRANSPORTATION INTO AH WELL
AH I THINK UNITED HAS AN OPERATIONS AH DEPARTMENT HERE DO THEY NOT

0714 GMT

11:14 PM, PST

RNO TWR LC: THREE ZERO FIVE AFFIRMATIVE DO NOT TOUCH ANYTHING ON THE AIRCRAFT
DEPART THE AIRCRAFT FROM THE FRONT ENTRANCE DO NOT TOUCH ANYTHING
ON IT JUST DEPART IT FROM THE FRONT WE WILL HAVE TRANSPORTATION
AVAILABLE

NW305: OKAY AH BE ADVISED AH WE GOT NO FRONT AH STEPS AND AH WE JUST SOON
NOT HAVE ANYONE COME OUT HERE AH WE'LL GO DOWN THE BACK STEPS AND
AH AH WE'LL BE TAKING LEAVE OF THE AIRCRAFT AND SHUTTING IT DOWN
AT THIS TIME AND WE'LL STAND AH ON THE FORWARD PART OF THE AIRCRAFT
AWAITING AH TRANSPORTATION

RNO TWR LC: DO YOU CAN YOU REMEMBER THE LAST TIME YOU VISUALLY OBSUR OB
OBSERVED SA THE HIJACKER

NW305: I'M SORRY I AH AH WE HAVE AH BEEN GIVEN ORDERS IF YOU'LL IF YOU'LL
PARDON US FOR AH NOT CUTTING YA SHORT BUT WE'VE BEEN GIVEN ORDERS
NOT TO NOT TO AH ANSWER ANY QUESTIONS AT THIS TIME

0715 GMT

11:15 PM, PST

RNO TWR LC: THREE ZERO FIVE CAN YA STAND BY ONE MINUTE PLEASE

NW305: OKAY STANDING BY

RNO TWR LC: ALL RIGHT YOU'RE GONNA EXIT THE AIRCRAFT NOW AND STAND BY THE FRONT
IS THAT CORRECT

NW305: THAT IS AFFIRMATIVE THE ONLY THING THAT WE'LL NEED OUT HERE IS A
GROUND TRANSPORTATION THE THE OTHER GENTLEMAN AH WE THANK THEM
VERY MUCH AS AH ER ALONG WITH YOU PEOPLE FOR THE SUPPORT THAT YOU
----- WE'LL BE IN THE NOSE OF THE AIRCRAFT AWAITING AH
TRANSPORTATION

RNO TWR LC: THREE ZERO FIVE TRANSPORTATION WILL PICK YOU UP AT THE FRONT OF THE AIRCRAFT

0716 GMT *11:16 PM, PST*

NW305: THANK YOU VERY MUCH AH OVER AND OUT

0720 GMT *11:20 PM, PST*

NW305: AH RENO READ AH NORTHWEST THREE ZERO FIVE SIR

RNO TWR LC: THREE ZERO FIVE NORTHWEST THREE ZERO FIVE RENO TOWER

NW305: AH ROGER AH WE'VE GOT OUR APU RUNNING OUT HERE AH AND THE AH FBI HAVE COME ON BOARD WE AH WE'D LIKE TO REQUEST THAT AH AH ONE OF TWO THINGS EITHER WE HAVE A GROUND POWERED UNIT AH AVAILABLE SO WE CAN SHUT DOWN OUR APU OR HAVE A FIRE GUARD WITH A BOTTLE AVAILABLE AH FOR FIRE PROTECTION PURPOSES

RNO TWR LC: ROGER STAND BY

0721 GMT *11:21 PM, PST*

RNO TWR LC: THREE ZERO FIVE RENO TOWER

NW305: THREE ZERO FIVE GO AHEAD

RNO TWR LC: THEY WILL PROVIDE YOU A FIRE BOTTLE TEMPORARILY AND THEN BRING OUT THE POWER UNIT TO PLUG IT IN

NW305: OKAY FINE WE'RE GONNA TAKE LEAVE OF THE AIRCRAFT AT THIS TIME WE'LL BE OUTSIDE WAITING FOR THEM THANKS A LOT

RNO TWR LC: ROGER

NW305: .. GOOD NIGHT SIR

0722 GMT *11:22 PM, PST*

RNO TWR LC: GOOD NIGHT

DB Cooper-519

SE 164-81

PARACHUTES

SE 164-81

JSD:klb

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[redacted] Northwest Airlines (NWA)
[redacted] Seattle-Tacoma International Airport
(sea-Tac), advised that he talked with [redacted]
of Pacific Aviation at Boeing Field, Seattle, in order to
secure parachutes to furnish to the hijacker in this matter.
He stated that two parachutes were obtained through [redacted]
these two parachutes being back pack parachutes. He stated
that two chest pack parachutes which were also furnished to the
hijacker, were obtained from [redacted] of Seattle
Sky Sports at Issaquah, Washington. He stated that
these two chest pack parachutes were transported to Sea-
Tac by the Washington State Patrol.

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[redacted] Pacific Aviation, Boeing
Field, Seattle, advised that the two back pack parachutes
which were furnished to Northwest Airlines were obtained
from a [redacted] Hayden Manufacturing Company
at Renton, Washington.

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[redacted] Hayden Manufacturing Company,
Renton, advised that two back pack parachutes which were
his property, were furnished to Northwest Airlines. He
stated that he called a taxi cab in Kent, Washington, and
had the taxi cab deliver the parachutes to Boeing Flight
Service, Seattle. He described the two back pack parachutes as:

1. Civilian luxury type, tan soft cotton
material outside, 26 foot white canopy inside. The parachute
inside is a military parachute. The parachute has a foam
pad cushion and a fray mark down the rib on the back from
rubbing on metal.

2. A military back pack parachute, standard
military olive drab green on outside, 28 foot white canopy
on inside. He stated that this parachute also has a foam
pad cushion.

He stated that both parachutes bore lead seals
which had not been broken and it is possible that the
seals may bear a confidential number, such as a rigger's
number. He stated that both of his parachutes were assembled

SE 164-81

JSD:klb

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for him by Mr. EARL COSSEY, who works at Seattle Sky Sports at Issaquah, Washington, and has a telephone number of SU 3-0475. [] stated he can positively identify both of his back pack parachutes.

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FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 11/29/71

EARL J. COSSEY, 349 North 101st, Seattle, telephone SU3-0475, appeared at the Seattle Office at which time he furnished the following information:

He is a master parachute rigger and jump instructor at Seattle Sky Sports, Issaquah, Washington, telephone EX2-3050.

In May, 1971, [redacted] Washington, [redacted] needed two parachutes. COSSEY packed two parachutes which were furnished to [redacted] on or about May [redacted] 1971. He described these parachutes as back packs, commonly referred to as "emergency" parachutes. He also packed the two chest pack parachutes which were furnished to Northwest Airlines on November 24, 1971.

The two parachutes recovered from the Northwest Airlines flight 305 at Reno, Nevada, on November 24, 1971, were described in detail to Mr. COSSEY at which time he described the missing back pack parachute as having a sage green nylon container, model NB6 (Navy Back pack 6) with sage green nylon harness, which harness has no "D" rings to mount a chest pack. The parachute is a 28 foot nylon white flat circular with a specially fitted foam padded cushion. The pilot chute is also white.

Mr. COSSEY said that the missing chest pack parachute is a ground training pack dummied up to look like a good one. He said that by "dummied up" he means that tie downs were attached to the container. This chest pack was devised by COSSEY to teach trainees while hung in a harness how to open the chest pack in the event of an emergency. The folds of the parachute are sewn together to preclude the parachute opening in the training room. Mr. COSSEY said that the back packs furnished the hijacker did not have the necessary hooks on the harness to attach a chest pack.

Mr. COSSEY said that if the hijacker opened one of the chest packs on the airplane he probably would remove the parachute and put the money in the chest pack

Interviewed on 11/26/71 at Seattle, Washington File # SE 164-81

by SA [redacted] & SA CHARLES J. HENRY/CJH:set Date dictated 11/29/71

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as it would be impossible to hold anything in his hand when the parachute opened. Mr. COSSEY said it would be quite possible to parachute from a 727 jet if the jet was below 10,000 feet and flying at a very slow rate of speed. The person jumping from the plane would have to free fall to earth for several thousand feet to slow himself down and get himself in position for the back pack to open. Even an experienced parachutist would experience considerable shock from the chute opening, however, this would cause little or no personal injury. He said that anyone who had six or seven practice jumps could accomplish this as the first five jumps would be on a static line and the subsequent jumps would be free fall.

He said that jumping at night materially increases the chance of injury and in this case he would consider the parachutists chances of not being injured as "nill." Mr. COSSEY said the back pack used by the hijacker is non-steerable and he would have no chance of slowing down or picking the spot on which to land. Also at night he would be unable to gauge his distance to the ground which would result in a much harder impact. It was his opinion the skyjacker would suffer severe ankle and or leg injuries from this jump.

Mr. COSSEY said that the fact the hijacker wore street shoes would also increase the chance that he would be injured on landing as the most experienced jumpers wear jump boots or some rigid ankle support.

Mr. COSSEY expressed the opinion that the pilot of the jet would notice some oscillation when the hijacker departed the rear of the aircraft.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 12/6/71

EARL J. COSSEY, 349 North 101st, Seattle, advised that the pilot chutes on both of the back pack parachutes which were furnished to the hijacker on 11/24/71, were white in color. He stated that also the back pack chute which was missing from the aircraft upon its arrival at Reno, Nevada, was white in color.

Concerning the chest pack parachutes, he stated that these parachutes are hand deployed and do not contain pilot chutes. The chest pack chute which was sewn up as a practice chute and which was missing from the airplane was also white in color.

Interviewed on 12/3/71 at Seattle, Washington File # SE 164-81
by SA [redacted] /k1b Date dictated 12/6/71

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SE 164-81

JSD:klb

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Upon interview, [REDACTED] advised that after the parachutes had been brought on to the aircraft, she noticed that one of them had been unpacked and she asked the hijacker if he had taken the parachute apart, to which he replied that he had.

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FEDERAL BUREAU OF INVESTIGATION

Date 11/29/71

On this date, the reporting Agent made available to Senior Master Sergeant [redacted] and Tech Sergeant [redacted] of Nellis Air Force Base, a parachute which had been opened and abandoned on a Boeing 727 Northwest Orient airplane, at Reno, Nevada, on the night of November 24, 1971. [redacted] at Nellis Air Force Base and [redacted]

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In the presence of the reporting Agent, these men examined said parachute, and announced that prior to its having been released from its container by someone pulling the rip cord, it was in operational condition and could have been utilized for a parachute jump. They advised that someone had cut the lines attaching the chute itself to the canvas pack it was originally packed in. They also noted that while the nylon chute itself was in good condition, two of the 24 nylon lines attaching same to the canvas pack had been cut and removed. They advised that this type of parachute was generally used by sky jumpers inasmuch as the pilot chute had been removed and removal was noted on the inspection card contained in a pocket of the canvas pack. This card identified the parachute as a 24 foot Ripstock type; DA-58-53912 as the serial number; manufactured in October 1959; owned by the Seattle Sky Sports, Issaquah, Washington. This card showed that the parachute had been inspected and repacked on September 16, 1971, at Issaquah, Washington, by Rigger E. S. COSSEY, Riggers License Number 1579638.

Sergeant [redacted] stated that his expert opinion that said parachute was in operational condition prior to its release from its canvas pack by the pulling of the rip cord was contingent on the fact that no one had opened and repacked said parachute subsequent to its having been inspected and repacked by Rigger E. S. COSSEY as noted on the inspection card record contained in the canvas pack at time of his examination. He advised that all riggers of parachutes are licensed and when they sign the inspection card they are certifying that said parachute is packed so as to be in a life saving condition. Therefore, he is of the opinion that whoever pulled the rip cord and released the chute from its canvas pack, then proceeded to cut the shroud lines free of the canvas pack and also cut and removed two of the shroud lines

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On 11/26/71 at Nellis Air Force Base, Nevada File # LV 164-60

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by SA FRANCIS J. SCHMIDT - tlw Date dictated 11/26/71

FEDERAL BUREAU OF INVESTIGATION

Date 11/26/71

Sergeant [] Nevada State Air National Guard, Reno Airport, Reno, Nevada, advised that after examining a parachute which was found on the Northwest airplane, which was hi-jacked in Seattle, Washington on November 24, 1971, and landed in Reno, Nevada, that this parachute was a 1960 model, 24 feet in length, Conacol type commercial parachute, manufactured by the Pioneer Parachute Company. [] stated that this parachute was in very good condition and capable of being operated at any time. [] also found a white card located in a pocket on this parachute, which indicated that this parachute was inspected on May 21, 1971 by E.J. COSSEY, Riggers, license number 1579638. This card also listed the name of the Brown Engineering Company, Post Office Box 1436, Patterson, California, 95363.

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On 11/26/71 at Reno, Nevada File # LV 164-60

by SA DENNIS J. BARRY, JR. : jd - 234 - Date dictated 11/26/71

SE 164-81

RANSOM MONEY

SE 164-81

Ransom money in the amount \$200,000 was made up entirely of used, random 20 dollar bills. It was obtained from the Seattle-First National Bank, Main Office, and was part of a ransom package of \$250,000, which had been maintained by the bank for such emergencies.

The money was delivered from the bank to the Seattle-Tacoma International Airport (Sea-Tac), by two bank employees; [redacted]

[redacted] Seattle-First National Bank, who were transported from the bank to the airport in an unmarked Seattle Police Department vehicle, driven by Detective [redacted]

The money was delivered to Northwest Airlines (NWA), at Sea-Tac, where the bank officials handed it to [redacted] Western Region, NWA.

The money was later delivered to the plane by the same unmarked Seattle Police Department vehicle by [redacted] and Detective [redacted] the money was then handed over to [redacted] who delivered it to the hijacker on board the aircraft.

The entire list of the ransom bills had previously been microfilmed by the Seattle-First National Bank, and has now been incorporated in a 34 page pamphlet of ransom bills.

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FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 11/30/71

Detective [redacted] Homicide Section,
Seattle Police Department, telephone [redacted], home address
[redacted], provided the
following information:

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At approximately 4:45 PM, November 24, 1971,
[redacted] was advised by the Chief of Detectives that there
was an extortion in progress at Sea-Tac Airport. [redacted]
then drove his unmarked police vehicle to the Seattle First
National Bank where he met various bank officials who had
in their possession \$200,000. in currency. He drove them
to the airport, reaching the Northwest Airlines Operation
Center approximately 5 PM. There the money was transferred
from the bank officials to a Northwest Airlines official,
[redacted] Also four parachutes were loaded into the police
car as were eight crew meals and one set of instructions
for exiting the Boeing 727.

[redacted] then drove the vehicle out onto the runway.
His car was followed by a stairway truck and a gas truck.
He stopped the vehicle approximately 300 yards from the
plane landing area at approximately 5:45 PM. Shortly there-
after he observed the plane land and drove the car to the
ten to eleven o'clock angle of the nose of the plane. He
remained in the parked car and a short time later one
stewardess exited the plane via the stair truck and approached
his car. She obtained the sack containing the \$200,000. and
took it on board the plane. She made other trips from the
car to the plane carrying the parachutes and the exiting
instructions and the flight crew meals.

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During this period of time, all of the passengers
left the plane and proceeded approximately 200 feet beyond
the police vehicle. The passengers boarded a bus which met
them at that area and then the bus proceeded toward the
terminal.

At approximately 7:25 PM MC KENNA drove the police
vehicle from the area of the plane and returned to the
terminal. This was done upon instructions he received from
the captain.

Interviewed on 11/24/71 at Seattle, Washington File # SE 164-81

by SA [redacted] set -237- Date dictated 11/26/71

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FEDERAL BUREAU OF INVESTIGATION

Date 11/26/71

On November 24, 1971, I was at the Operations Office of the Northwest Airlines, Seattle-Tacoma International Airport, when [redacted]

[redacted] Seattle-First National Bank, and [redacted]

Seattle-First National Bank, arrived at that office. They carried a white canvas bag which they advised contained \$200,000 in \$20 denominations. The bag was encased in a large leather satchel. The bag was removed from the leather satchel and seal on it was cut by [redacted] and I personally examined the bag to insure that it did contain currency. I did not count the money. The package measured approximately one foot by one foot by eight or nine inches. The money was handed to [redacted]

[redacted], Northwest Airlines, who departed for the plane.

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On 11/24/71 at Seattle, Washington File # SE 164-81

by SAC J. E. MILNES/eon Date dictated 11/26/71

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 12/1/71

On November 25, 1971, [redacted]
[redacted] Seattle-First National Bank,
the head office being in Seattle, Washington, provided the
following information:

[redacted] upon being advised of the identity of the writer, handed the writer a film canister containing a microfilm, upon which the serial numbers of \$250,000 worth of notes were recorded. He advised that of the \$250,000 worth of notes, the Federal Bureau of Investigation should only be concerned with the \$20 bills, that is the serial numbers of the \$20 bills, because the hijacker received only \$20 bills.

[redacted] stated that there are \$230,000 worth of \$20 bills recorded on the microfilm. [redacted] advised that in order for the Federal Bureau of Investigation to determine the serial numbers of the \$20 bills which the hijacker actually received, we must subtract serial numbers which he provided me from the total list of serial numbers on the microfilm.

[redacted] provided a list of serial numbers of \$20 totaling \$30,000 worth of notes, which, although they were on the microfilm itself, were not part of the \$200,000 worth of \$20 bills which the hijacker received. [redacted] stated that the bank packs \$20 bills in packages of 1000. Each packet therefore contains \$2,000 worth of \$20 bills.

[redacted] provided the first and last serial number in each of these \$20 bill packets and advised that we should subtract both of these numbers, as well as the 98 serial numbers between each of these groups of numbers in order to determine the actual serial numbers of the bills which the hijacker received. These groups of numbers are as follows:

L41197159A thru E12561828B
L33639577A thru L20458572A
J02051511 thru I00466866
L33410247A thru L32378753A
C05722105A thru G16813690A
G98535159A thru L14348853A
L34429987A thru L19556442A

Interviewed on 11/25/71 at Seattle, Washington File # SE 164-81-594 Sub.

by SA [redacted] /mlc Date dictated 12/1/71

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SE 164-81

L33474929A thru L09819218A
L38139808A thru L00934693
L34346374A thru L33449321A
E50344994A thru E50344506A
B07656937B thru L05419634A
E22084591A thru L66634223B
L52807604A thru L01043096
L19538120A thru L72860402B

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 12/1/71

On November 25, 1971, Special Agent (SA) [] handed a brown manila envelope containing a film canister to United Airlines Captain [] of [] Virginia. Captain [] telephone number is [] Captain [] was the flight captain on United Airlines Flight #150 which departed from Seattle-Tacoma International Airport at 1:05 p.m., Pacific Standard Time, and arrived at Friendship Airport at ten minutes after 10:00 p.m., Eastern Standard Time.

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Captain [] was advised of the writer's identity and the general nature of the package which was handed to him. He was also advised that there would be another special agent of the Federal Bureau of Investigation on hand to meet his flight when it arrived at Friendship Airport and to relieve him of the package which was handed to him by the writer.

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The film canister which was handed to Captain [] contained a microfilm upon which was recorded the serial numbers of all the bills which were given to the hijacker of Northwest Airlines Flight #305, which was hijacked out of Seattle, Washington, on November 24, 1971. The film canister was obtained from Seattle-First National Bank, Main Branch, Seattle, Washington, on November 25, 1971.

Interviewed on 11/25/71 at Seattle, Washington File # SE 164-81

by SA []/mlc Date dictated 12/1/71

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DB Cooper-535

SE 164-81

WEATHER

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/29/71

ROBERT BERKOVITZ, Meteorologist, National Weather Service, Seattle-Tacoma International Airport, (Sea-Tac), Seattle, advised that records maintained at the airport reflect the following weather conditions during the times indicated on 11/24/71:

4:20 PM, PST

7 miles visibility, clouds 15,000 ft. and 3,000 ft. overcast. Wind was SW@6 knots. and moderate rain showers. Moderate rain began at 4:14 PM and stopped at 4:25 PM.

5:00 PM, PST

Visibility 15 miles with clouds at 1,800 ft. scattered; estimated, 2,500 ft. broken and 3,700 ft. broken. Wind SW@7 knots with light rain showers which began at 4:25 PM and stopped at 4:43 PM.

6:00 PM, PST

Visibility 15 miles +; clouds 2,500 ft., scattered; estimated, 4,000 ft., broken and 6,000 ft. broken. Wind was SE @ 10 knots with light rain showers.

7:00 PM, PST

Visibility 15 miles +; clouds 3,000 ft., scattered; estimated 5,000 ft. overcast. Wind S @ 10 knots with very light rain showers which began at 6:50 PM.

8:00 PM, PST

Visibility 7 miles; clouds 700 ft., scattered; estimated, 2,500 ft., overcast. Wind SSE @ 10 knots with light rain which began at 7:12 PM.

9:00 PM, PST

Visibility 15 miles; clouds 2,600 ft., estimated, overcast with light rain showers which began at 7:12 PM and stopped at 9:27 PM.

Interviewed on 11/27/71 at Seattle, Washington File # SE 164-81

by SA CHARLES E. FARRELL/k1b Date dictated 11/29/71

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 12/9/71

CHRIS HILL, Meteorologist, United States Weather Bureau, Portland International Airport, Portland, Oregon, furnished sheets containing read out information and key to aviation weather reports for weather conditions between 7:00 and 9:00 p.m. on November 24, 1971. He interpreted the read outs as follows:

Surface observations: 7:00 p.m.

Eugene, Oregon: 2,500 feet scattered, 3,800 feet scattered, 11,000 overcast, visibility 15 miles, temperature 42, wind SSE 8 knots, breaks in overcast.

Portland, Oregon: 2,000 feet scattered, measured 3,400 feet broken, 5,000 feet overcast, 15 mile visibility, very light rain showers, temperature 46, wind SE 4 knots. Rain began at 6:35 p.m.

Toledo, Washington: 3,500 scattered, measured 4,700 feet overcast, visibility 12 miles, temperature 41, wind SSW 4 knots. Rain ended at 6:15 p.m.

8:00 p.m.

Eugene, Oregon: 1,600 feet scattered, 2,500 feet overcast, 10 miles visibility, light rain showers, temperature 42, wind SSW 12 knots, rain began at 7:34 p.m.

Salem, Oregon: 1,500 scattered, measured 2,600 overcast, 5 miles visibility, light rain showers, temperature 43, wind SSS 9 knots.

Portland, Oregon: 1,500 scattered, measured 2,700 broken, 5,000 feet overcast. 7 miles visibility, light rain showers, temperature 42, wind west 10 knots.

Toledo, Washington: Measured 3,000 feet overcast, 12 miles visibility, very light rain showers, temperature 42, wind south 5 knots. Rain began 7:35 p.m.

Interviewed on 12/3/71 at Portland, Oregon File # SE 164-81

by SA [redacted] bfr Date dictated 12/3/71 b6 per FBI
b7C per FBI

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9:00 p.m.

Eugene, Oregon: 1,500 scattered measured, 2,500 broken, 7,500 feet overcast. Visibility 15 miles, temperature 42, wind south 8 knots.

Salem, Oregon: 1,500 scattered, 3,500 scattered, measured 10,000 broken. Visibility 15 miles, temperature 43, wind south 18 knots.

Portland, Oregon: Measured 3,100 feet, broken, 5,000 feet overcast, 10 miles visibility, light rain showers, temperature 44, wind south 11 knots. Few cumuloform clouds at 1,500 feet.

Toledo, Washington: 3,000 scattered measured, 3,400 overcast, 12 miles visibility, temperature 42, wind south 6 knots. Rain ended at 8:05 p.m.

HILL also stated that to secure average of below listed information for Woodland, Washington, an average of the two sets of information would give a close estimate of conditions at Woodland. The information below is for the times between 8:00 p.m. and 9:00 p.m. on November 24, 1971:

| <u>Place</u> | <u>Wind Direction</u> | <u>Wind Speed</u> | <u>Height Above Sea Level</u> | <u>Temperature</u> |
|--------------|-----------------------|-------------------|-------------------------------|--------------------|
| Salem | 230 degrees | 30 knots | 7,000 feet | -4 |
| | 230 degrees | 25 knots | 5,000 feet | -1 |
| | 235 degrees | 20 knots | 2,000 feet | 6 |
| | 235 degrees | 15 knots | surface | 10 |
| Portland | 225 degrees | 20 knots | 7,000 feet | -8 |
| | 230 degrees | 25 knots | 5,000 feet | -5 |
| | 235 degrees | 20 knots | 2,000 feet | 2 |
| | 235 degrees | 15 knots | surface | 8 |

SE 164-81
TJM:bfr

On November 27, 1971, a check of the Federal Aviation Administration Flight Service at Portland International Airport, reflected that on November 24, 1971, between 8:00 PM and 9:00 PM, there was a ceiling of 5,000 feet, 3,500 feet broken clouds and at 1,500 feet scattered and broken clouds at times with a wind of 12-14 knots. The weather was overcast all the way from Woodland, Washington, to Eugene, Oregon.

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SE 164-81
TJM:bfr

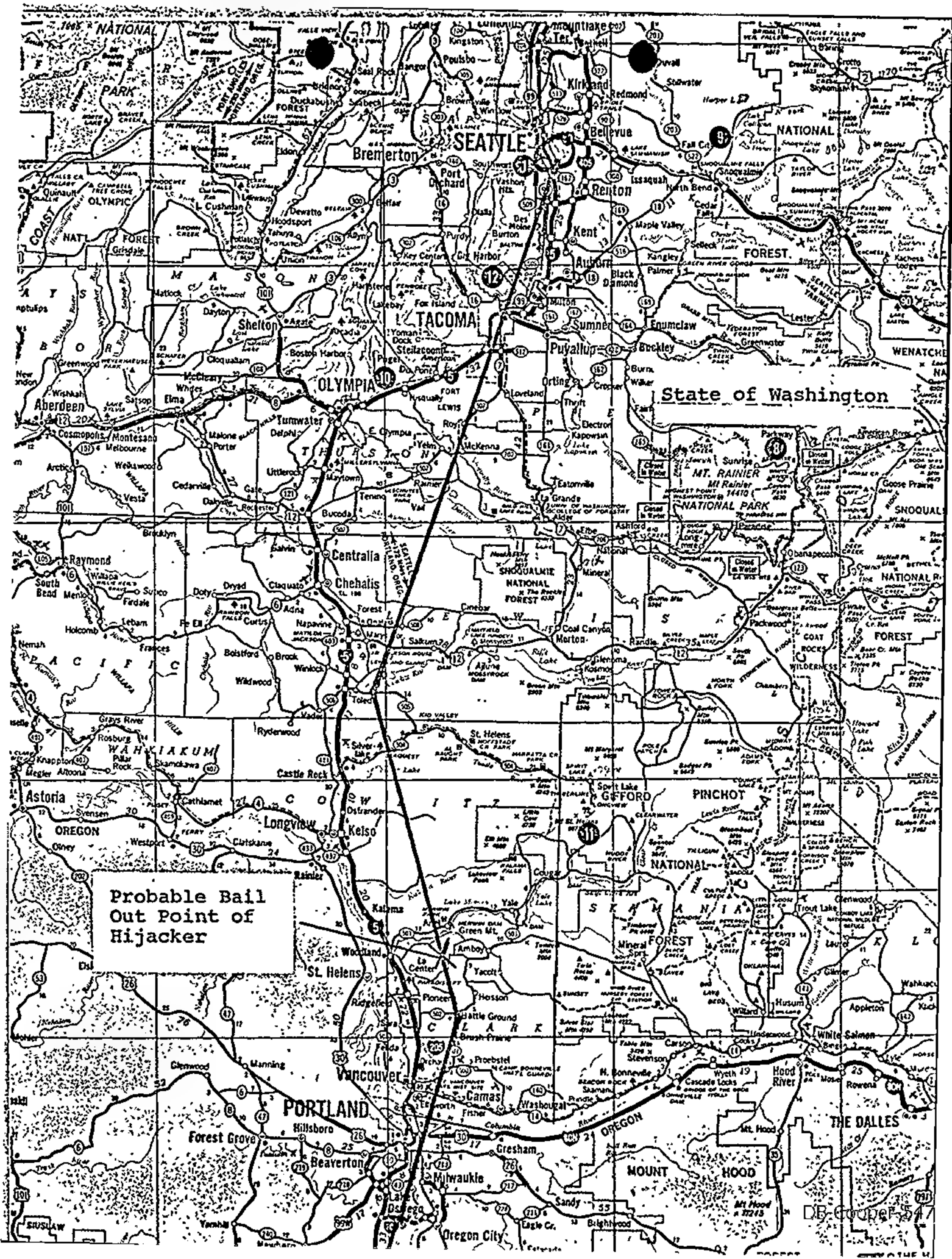
On November 27, 1971, RALPH HATLEY, Vancouver, Washington, a known parachutist and sky diver, advised that a check of the Federal Aviation Administration Flight Service at Portland International Airport reflected that on November 24, 1971, between 8:00 PM and 9:00 PM there was a ceiling of 5,000 feet, 3,500 feet broken clouds and at 1,500 feet scattered and broken clouds at times with a wind of 12-14 knots. The weather was overcast all the way from Woodland, Washington, to Eugene, Oregon.

SE 164-81

An entry at 8:12 PM, PST, which would have been made after the time of the incident reported, indicated the plane advised Control, that they were getting some oscillations in the cabin, and concluded the hijacker was doing something with the air stairs.

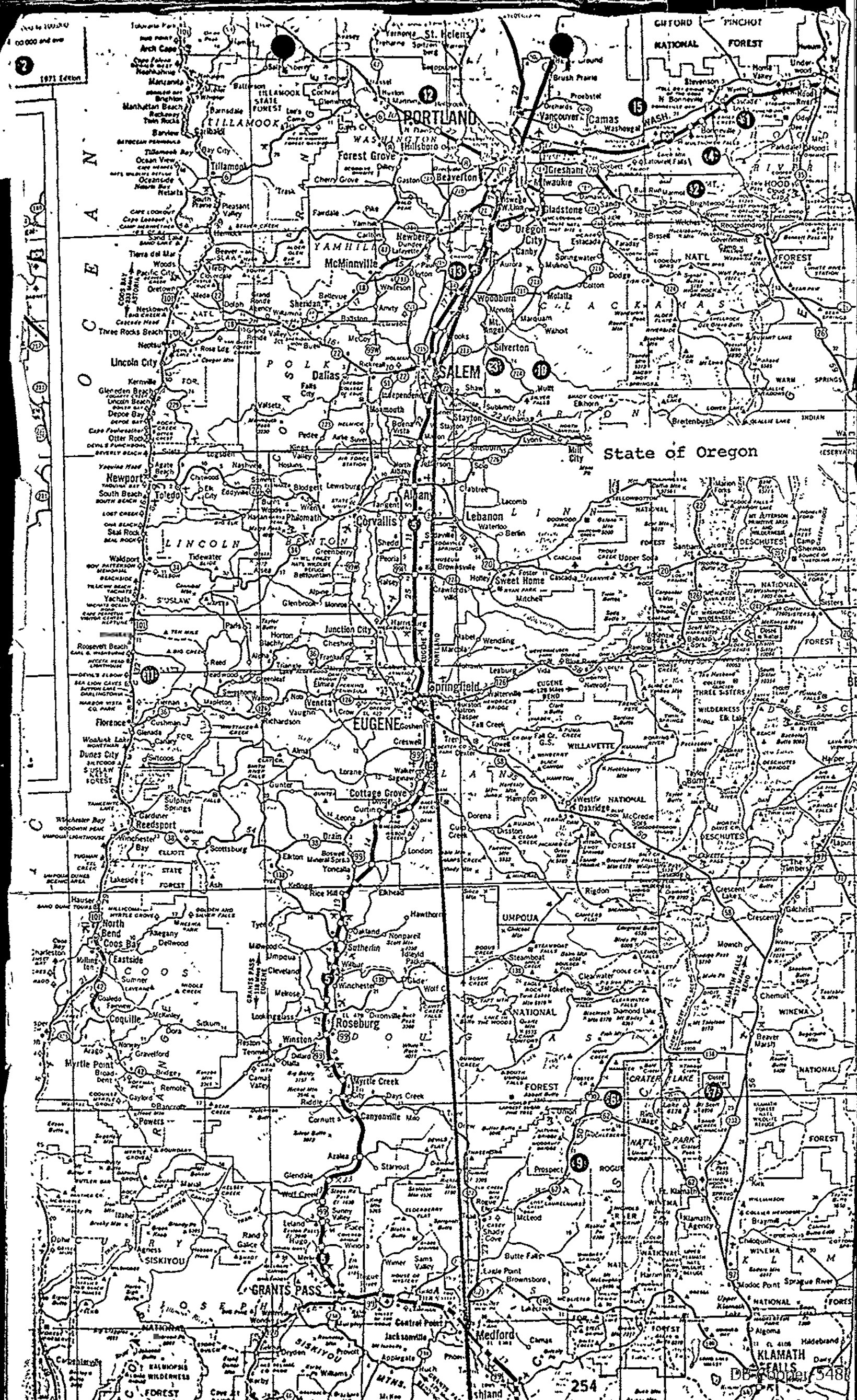
There follows, three pages of maps on which an approximate course of the aircraft has been drawn. Also shown is the probable bail out point of the hijacker.

The plane landed at Reno, at 11:05 PM, PST, and an immediate search thereof, reflected that the hijacker was not aboard.

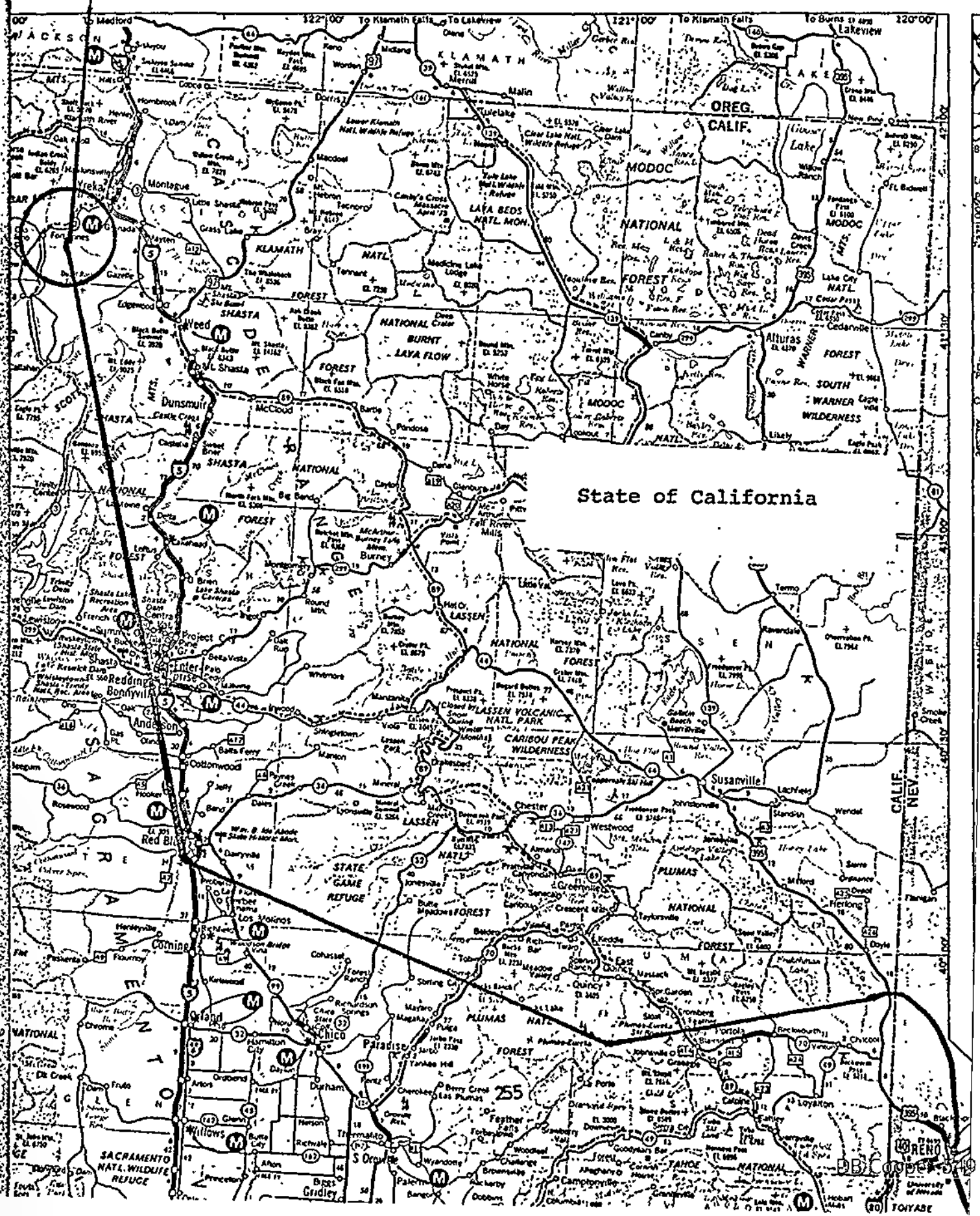


Probable Bail
Out Point of
Hijacker

DB-COOPER-547



State of Oregon



SE 164-81

Northwest Airlines (NWA) Flight #305, departed Seattle-Tacoma International Airport (Sea-Tac), under hijack 11/24/71, at 7:36 PM. At the orders of the hijacker, the landing gear and flaps were down. After the plane was airborne, the hijacker and Stewardess [redacted] discussed the opening of the rear door and the lowering of the air stairs. In less than five minutes after take-off, the hijacker instructed Stewardess [redacted] to go forward into the First Class Section and close the curtain behind her and not to return to the rear compartment again.

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At 7:42 PM, the crew advised that the stair light was on, indicating that the hijacker was doing something with the air stairs. The plane, at that time, was flying at 7,000 feet.

The log contained an entry at 8:05 PM, indicating the crew had on two occasions, attempted to make contact with the hijacker but he did not reply. However, he then spoke over the PA system and said "everything is okay."

An analysis on 11/24 and 25/71, of the flight path of the aircraft, after it left Seattle, and the logs provided by NWA, suggested that the hijacker was still in the airplane as of 8:05 PM. At that time the plane, according to radar tracking by the U.S. Air Force, was located at a point north of the Pidgeon Springs, Washington area and east of Ostrander, Washington. This would have been the northern most point when he was known to be on the aircraft.

At 8:11 PM, according to a log maintained by NWA, the crew reported that they were "getting some oscillations in the cabin, must be doing something with air stairs." An analysis as to the cause of this oscillation, also referred to as a "pressure bump" or "change in the cabin pressure" pointed to the probability that it was caused by the hijacker leaving the aircraft.

However, at that time it was conjectured that he might have sat on the end of the air stairs and left the plane at some later time, as a result of which theory, the entire route of the aircraft was searched.

FEDERAL BUREAU OF INVESTIGATION

Date December 15, 1971

[redacted]
[redacted] Northwest Airlines, Inc., advised that after reviewing his notes and technical records concerning the operation of Northwest Airlines Flight 305 on November 24, 1971, he had drawn the following conclusions concerning the possible vicinity where the hijacker bailed out of the aircraft and the possible area in which he landed. [redacted] furnished a map with an overlay of the hijacker's landing area.

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b7COn 12/4/71 at Minneapolis, Minnesota File # MP 164-73by SA RAY W. GAMMON:bab

Date dictated

12/9/71 1971

FBI - SEATTLE

259

1. Line G-I-K-M represents the airplane's flight path as it approached the Portland (PDX) VOR.
2. The cabin pressure "bump" occurred at 0410 GMT, the time being recorded by the MIA Flight Operations Office (MIAFO) in Minneapolis. It is a virtual certainty that the pressure "bump" marks the time that the high-jacker (HJ) left the airplane. The airplane was at Point A at that time, thus the HJ's body would land at Point A if his 'chutes did not open (unlikely).
3. If it is assumed that the HJ was a highly expert parachutist, and would thus free-fall as far as practicable to insure the best accuracy of his touchdown point, he would land slightly to the NE of Point A due to his drifting with the wind from the point of 'chute opening.
4. If the HJ opened his 'chute as soon as he left the airplane, he would drift along the line A-B and would touch down at B. All lines parallel to A-B are lines along which the HJ would drift if he opened his 'chute relatively early.
5. The parallelogram indicated by C-D-F-E represents the boundaries of the probable touchdown area adjusted for possible time errors and for the above described wind drift. It is probably the most fruitful search area.
6. The earliest the HJ could have jumped is 0406, and this point is represented by Point G.
7. The crew believes the pressure "bump" occurred at 0410, but in any event are certain it occurred before 0415. If the HJ jumped at 0405 (unlikely) he would land on or near line G-H. If he jumped at 0415 he would land on or near line MN.
8. Based on the above explanation of Figure 1, and on all the assumptions based in its preparation, the following are pertinent:
 - a. The most likely landing point for the HJ is at, or slightly NE of Point A.
 - b. His landing point is more likely to be in area C-D-F-E than any other.
 - c. It is possible his landing point could be anywhere within the area shown (G-H-N-M), but the probability goes down as the ends of this area are approached.

Figure 1

12/4/71



SE 164-81

On 11/24-25/71, based on information available from NWA, a search area was laid out in the southwest portion of the State of Washington, which was bounded by Woodland, Washington, on the west, Amboy, Washington, on the east, Kalama, Washington on the north and a point seven miles north of the Columbia River, on the south. The prime search area was in an area seven miles east and seven miles west of an eight mile long flight line of the hijacked aircraft, bounded by an area two miles north of Lake Merwin and the Lewis River on the north, Amboy on the east, Woodland, on the west and Battle Ground, Washington, on the south. The search area was divided into six sectors. Four helicopters and seven fixed-wing aircraft were utilized in an intensive, gridded air search of the prime area and a well executed search of the secondary search area on 11/26, 11/27 and 11/29/71.

Ground units of local law enforcement personnel and Bureau Agents, made a house-to-house canvas of every dwelling and business establishment on every road in the prime search area from 11/25/71 through 12/3/71. Most of the roads in the full search area were also intensively covered in a door-to-door canvas, with negative results. All leads developed in this search which was coordinated with the air search, were checked with negative results. One item concerning a small aircraft flying in the vicinity of two private airfields west of Yacolt, Washington, was completely checked and it was found that the aircraft in question was a private plane flown by a known private pilot in the area and the flight took place the evening of 11/23/71.

All sightings from the air were checked by ground units with negative results. Lake Merwin was patrolled from the lake by two boats for its entire 42 mile length, of navigable water and also to the full extent of its 80 mile length, with negative results.

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SE 164-81
TJM:kdl

Based upon information received from the Seattle Division on November 25, 1971 preliminary steps were taken to alert all law enforcement agencies in Cowlitz, Lewis, Wahkiakum, and Clark Counties concerning the search which was to be instituted for the subject. A meeting was held with members of the Clark and Cowlitz County Sheriff's Offices and local agencies at the Woodland, Washington City Hall and Police Department which was designated as search headquarters in view of its proximity to the Woodland airport at which facilities were available for fixed wing aircraft and helicopters. Arrangements were made for helicopters and fixed wing aircraft to be available on November 26, 1971 and the search area was divided into seven sections, one of which was located in the Lewis River area of Cowlitz County and the others in the north-eastern section of Clark County.

On November 26, 1971 personnel of the Clark County Sheriff's Office, under the direction of Sheriff EUGENE COTTON, and Undersheriff THOMAS MAC DOWELL, consisting of twelve cars and four aerial observers, seven cars of the Cowlitz County Sheriff's Office, and eleven deputies under Sheriff CHARLES E. GILL and Chief Deputy

[REDACTED] In addition, three officers of the Woodland, Washington Police Department and six Agents were at the scene.

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On November 26, 1971, after law enforcement officers were briefed on facts known to that point and what was being sought and having been familiarized with the prime search area of 150 square miles, the various ground units were dispatched to Cowlitz and Clark Counties with instructions to contact all available residents and businessmen on every road in the assigned section to secure information concerning the subject. The description, then available, was furnished to all personnel involved in the search. Further instructions were given to the officers to request individuals contacted to contact their neighbors and acquaintances to insure that all residents of the prime search area were cognizant of the hijacking and the description of the subject.

BB Cooper-557

SE 164-81
TJM:kdl

On November 26, 1971 the banks of Lake Merwin, partly located in the prime search area, were completely patrolled by two boats of the Cowlitz County Sheriff's Office with all suspicious sightings personally checked. One sighting of a white object on the south side of the lake was unable to be checked on November 26, 1971 but on November 27, 1971 was checked by helicopter with negative results.

On November 26, 1971 two Army helicopters, one Bonneville Power Administration helicopter, and one Weyerhaeuser Company helicopter plus five fixed wing aircraft from Woodland and Vancouver, Washington were aloft over the search area for seven hours of total flying time. Several sightings of unidentified items were checked by ground contact with negative results.

On November 27, 1971 the search was continued with the same number of personnel, ground units, three helicopters and seven fixed wing planes. The search area on this day encompassed a 400 square mile area and was laid out based upon latest data furnished by Northwest Airlines re aircraft's position at time subject left the plane. An area averaging ten miles on the east and west sides of the airline flight path and extending from the vicinity of Kalama, Washington to the suburbs of Vancouver, Washington was gridded and criss crossed by the aircraft mentioned with negative results. All sightings of suspicious items were checked with negative results.

The ground search on November 27, 1971 consisted of contacts by personnel in ground units with as many individuals as possible in the search area. One significant item developed from this search was that an unidentified light plane, metallic gray in color, flew over a small landing strip in the northeasterly section of the search area with its landing lights on about the time the subject is presumed to have left the aircraft.

On November 27, 1971 in addition to contacting all individuals in the search area all airfields with any aircraft or parachuting schools or activity were contacted from Vancouver - Camas, Washougal area to Woodland. A number of individuals contacted at these locations gave information pertaining to skydivers, pilots, clubs involved in skydiving and other information, all of which has been checked with negative results.

DB Cooper-558

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SE 164-81
TJM:kd1

Airports and Flight Services:

Scholls, Orchard, Washington
Vancouver, Washington

[REDACTED]

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Evergreen Airfield, [REDACTED]
Vancouver, Washington

Pearson Air Park, [REDACTED]
Vancouver, Washington
Skycraft, Inc. Pearson Air Park
Aircraft Specialties at Pearson Air Park -

[REDACTED]
Northwest Flight Services, Inc. Pearson Air
Park - [REDACTED]

Vancouver Flying Service, Pearson Air Park
Grove's Flying Service, Camas, Washington,

[REDACTED]
Kelso-Longview Airport, Kelso, Washington -

[REDACTED]
Farm and Forest Helicopter Service, Napavine,
Washington

Hillsborough Aviation, Pearson Air Park, Vancouver,
Washington

Toledo Airport, Toledo, Washington

Chehalis - Centralia Airport, Chehalis, Washington

On November 28, 1971 the house to house canvass of business establishments and houses in the prime search area of 150 square miles was continued by Agents of the Seattle Division. All individuals contacted were queried concerning the subject and were shown composite drawings and given physical descriptive materials. The search area was gridded and close contact was kept with the control point until all streets, roads, highways, and passable byways were covered all with negative contacts other than information developed through previous contacts concerning the metallic gray colored aircraft with the landing lights shining. The exact point of this plane's flying during the

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SE 164-81
TJM:kd1

late evening hours on November 24, 1971 was fixed at the intersection of Grantham Road and County Road 42 in the vicinity of [redacted] LaCentre, Washington.

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Another significant item developed from this house to house canvass was that a white car was seen parked on Grantham Road near County Road 42 for approximately two hours from 5 to 7 p.m. on November 24, 1971 and from 9 to 11 a.m. on November 25, 1971. It was pointed out by the individual who furnished this information that the plane with the landing lights lighted which flew low for a time on November 24, 1971 was flying in the vicinity of the area at which this white car was observed.

On November 28, 1971 reports of planes flying at night on November 23, 1971 in the vicinity of the airfields located at View, Washington and in the vicinity of County Road 42 and Grantham Road in Clark County as well as other small airports in Clark and Cowlitz Counties were checked with all flights being explainable and normal.

On November 29, 1971 the area from Woodland, Washington up the Lewis River Road to Cougar, Washington and Yale Lake was covered on a house to house basis, all locations being in Cowlitz County. The business establishments and private homes contacted all had information concerning the subject and his physical description. One item of interest developed was the presence of two men at the Lone Fir Motel, Cougar, Washington, who stated they were going fishing in an area which had been closed for two months. The arrival of these individuals was 3:00 a.m. on November 26, 1971 and they departed after a short stay the next morning. Appropriate leads for these individuals are being set for the Portland Division.

Further house to house coverage was afforded in an area near the midpoint of a circle specified by Northwest Airlines as the center of the suspected area in which the subject exited the airplane. Every house and business establishment in a 20 mile square area was contacted or recontacted and it was found all individuals contacted had information on the subject but no information of value other than that previously reported.

DB Cooper-560

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SE 164-81

TJM:kdl

b6 per FBI and FAA
b7C per FBI and FAA

[redacted]
Washington, was contacted on November 29, 1971 and he stated he did not fly on November 24, 1971. He furnished information on having met [redacted] who has a white car at McClellan airstrip on November 23, 1971 when he flew in there in his 150 Cessna, registration number [redacted]

It was further determined that the Federal Aviation Administration fan marker beacon at a point directly east on Kalama, Washington on Vector 23 was not operating on November 24, 1971. Further information was secured from Melridge Aviation, Vancouver, Washington, a distributor of portable receivers known as marker beacon receivers which are small enough to fit in the palm of the hand and can pick up a signal on the ground on which a fix from a plane may be obtained.

b6 per FBI and FAA
b7C per FBI and FAA

On November 30, 1971 [redacted] advised SA THOMAS J. MANNING that his department had received a telephone call from [redacted] Washington who advised that he had rented a [redacted] in an isolated area to a man meeting the general physical description of the subject in this matter.

[redacted] advised he and [redacted] physically checked the house out on Confer Road in Kalama and found nothing which would indicate anything about the man who rented the house other than that furnished already. by [redacted] pointed out that when he got to the house he found that there was no indication that anyone had lived there and in fact he stated that the condition of the house was such that it would have been a hardship for anyone to live there due to its physical condition.

He advised that one item found in the house was a cash register receipt from the Tweedy and Popp Store, phone ME 2-2290, dated October 12, 1971 for \$23.07. [redacted] stated that this store was checked out and it was found to be a hardware store located at 1916 North 45th, Seattle, Washington.

b6 per FBI
b7C per FBI

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SE 164-81
TJM:kdl

On November 30, 1971 all doctors, clinics, hospitals, and agencies which could render medical assistance to an individual who could have broken limbs or severe abrasions from being in a heavily wooded area were contacted and were also circularized with a composite photograph and description of the subject in Clark, Lewis, Cowlitz, Wahkiakum, and Skamania Counties.

One individual was developed as meeting the physical description of the subject and was identified as

b6 per FAA

b7C per FAA

A Bonneville Power Administration helicopter and one fixed wing aircraft upon a partial clearing of the weather continued an air search concentrating on the area which has a center point of a circle as furnished by Northwest Airlines. The search took in an area approximately 150 miles square and nothing of a positive nature was found.

Federal Aviation Administration representatives in Portland, Oregon on November 30, 1971 advised even though the fan marker beacon east of Kalama, Washington was not operational, it would have been possible for someone in the hijacked aircraft to make use of a locator signal from an FAA beacon on Mt. Brynion in Kelso, Washington if a beacon signal receiver had been used in the plane.

Further house to house canvassing was conducted by Agents in the prime search area near the center of the circle as provided by Northwest Airlines. Nothing of significant value other than that already secured was found.

On December 1, 1971 a fixed wing aircraft from Woodland, Washington was aloft and covered an area during a slight period of clear weather which encompassed the area from Woodland, Washington north to Silver Lake in Cowlitz County, a distance of 40 miles and a section 10 miles on either side of the flight path of the hijacked aircraft. While this was being conducted, Agents in ground units

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SE 164-81
TJM:kdl

were conducting door to door canvass in the vicinity of the southerly end of Cowlitz County. Total area covered by air was 800 square miles with negative results.

Information was developed that a hitchhiker in the vicinity of Castle Rock, Washington had been picked up by an individual who was identified as [REDACTED] a resident of Cowlitz County, and this individual had a large number of twenty dollar bills in his possession. Investigation by the deputies of the Cowlitz County Sheriff's Office and SA THOMAS J. MANNING failed to show any twenty dollar bills in the possession of [REDACTED] and the identity of the so-called hitchhiker who made the phone call to the Sheriff's Office was found to be false.

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Information was developed at Ridgefield, Washington that a salesman for a soft drink company had information that an individual of his acquaintance was the hijacker. Appropriate lead was set out to the Portland Division concerning this matter.

Contact made with [REDACTED] Vancouver, Washington, reflected that the emergency equipment on aircraft can be activated automatically upon reaching a gravitational force of 5 Gs.

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On December 2, 1971 ten Agents walked in a defined search pattern the area in the immediate vicinity of the circle of search as set forth by Northwest Airlines. The terrain was found to be composed of fields which are being farmed and a number of impenetrable thickets which have fallen logs, hidden beaver ponds, and creeks and generally hazardous and most difficult terrain to search on foot. It was noted that in getting into the thicket and underbrush growth, it was so heavy that even if an item was five yards from the observer, it could easily be missed due to overgrowth problems. The area covered in this physical terrain search was 1 1/2 miles long and 2/3 of a mile wide and took approximately five hours. Negative results in the search.

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SE 164-81
TJM:kd1

On December 3, 1971 [redacted] was contacted at Brush Prairie, Washington and gave information on a disbanded parachute jumping club, The Century SkyDivers. He advised he [redacted] for skydivers under the Century club at Evergreen field for a number of years and in his opinion the problems a person would have in jumping from an aircraft such as the Boeing 727 and landing safely were very great. He advised that the one main problem a person would have making such a jump would be vertigo.

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Investigation conducted in the vicinity of Ridgefield, Washington to resolve sighting of individuals near railroad track by conductor of Burlington-Northern Railroad with matter resolved with negative results.

Investigation to locate CB transmitter with skip name of [redacted] and interviewed December 3, 1971 with negative results re information on flights or parachutists.

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An airplane belonging to [redacted] of Vancouver, Washington was checked at Pearson Air Park, Vancouver, to determine condition of headliner and information furnished by [redacted] was found to be correct with registration number [redacted] and no KDR letters visible on plane.

Contact made at Skycraft, Inc. at Vancouver, Washington and [redacted] of that company advised a beacon marker receiver is so small it would be very easy to conceal one in one's pocket and pick up a signal from the ground when you were in a plane in the air near the transmitting signal.

Investigation to establish alibi of GARY SAMDAL of Rockford, Illinois was conducted at Longview, Washington by contact with relatives and friends.

The attached plot indicates the envelope of possible landing points of the high jacker (HJ). It is based on the following:

- Aircraft position from USAF radar data from McChord AFB furnished by [redacted] b6 b7C
- Probable jump time (0411 GMT) from an analysis of the recorded communication from the flight relative to the cabin pressure fluctuation. Flight tests conducted on January 6 confirmed that the pressure fluctuation almost certainly occurred at the time the HJ left the airplane.
- Wind information from 10,000' MSL to the ground as determined by [redacted]
- Human body trajectories from data furnished by The Boeing Company (free-fall) and [redacted] who is an expert parachutist.
- Time correlation from the above USAF radar information and from the NWA communications network tape recording.
- Airplane airspeed and altitude from the airplane's flight recorder.

The plot is explained as follows:

1. The heavy dashed line C-D-E-S defines the airplane's probable ground track.
2. Line G-I-J-K defines the westernmost, and Line L-M-N-O the easternmost probable airplane ground tracks based on the stated position tolerance of ± 1.5 nautical mile of the USAF radar plot.
3. Lines A-B, H-P, and O-R are the average wind vectors between 10,000' MSL and the ground, and are the lines parallel to which the HJ would drift after the parachute had opened.
4. Line H-S-T defines the northernmost (earliest) points over which the HJ probably left the airplane. Line K-F-O defines the southernmost (latest) points over which the HJ probably left the airplane. The north-south span of possible jump positions is a product of the radar position tolerance of ± 1.5 mile, and the possible communication time determination tolerance of ± 1 minute.
5. The area within the boundary defined by Points H-P-Q-R-O-K-J-I-H marks the extreme limits of probable landing points based on the above tolerances. That is, assuming the highest probable degree of inaccuracy in aircraft position, jump time, wind vector, etc., all probable HJ landing points would lie within the area defined by this line.
6. If it is assumed aircraft position, jump time, wind vector, and other inputs used are all accurate (without allowance for the above stated tolerances):
 - a. The HJ's landing point would be at Point A if his 'chute did not open, or if he opened it so soon that the high speed caused 'chute damage that resulted in the equivalent of a free-fall to the ground. (The horizontal body trajectory due to

it being at the same speed as the airplane at the moment of exit, has been ignored since it would be a maximum of 2600' along the airplane's track if the HJ free-fell all the way to the ground in the "least drag" (tucked) position.)

- b. If the 'chute was opened without damage immediately after the HJ left the airplane, he would drift with the wind along Line A-B and would land at Point B. The more expert he was, the longer he would probably free-fall (to limit his drift with the wind). The lowest probable altitude to which he would free-fall is 2500' MSL. If he free-fell to 2500' MSL, his landing would be at Point U.

Based on the above, the most favorable search areas, listed in their order of priority, would be as follows:

- At Point A.
- Along Line A-B, favoring the segment between U and B.
- South of Line A-B.
- North of Line A-B.

In addition to the above, the following are pertinent:

- The landing point is more likely to be south of Line A-B, and it is more likely to be in the northwest portion of area A-B-R-O-K-J-A than in the southeast portion thereof.
- It is substantially less likely that the landing point is north of Line A-B. If it is, the most probable point is south of the Lewis River, and in the southwest portion of the area defined by Points A-B-I-J-A.
- It seems highly unlikely-though possible-that the landing point is north of the Lewis River, but if it is, it is more likely to be in the southwest portion of the area defined by Points Q-M-V-I-H-P-Q.

If there are any questions relative to the above, they should be referred to the undersigned.


Northwest Airlines

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January 9, 1972

LA CENTER QUADRANGLE
WASHINGTON



SE 164-81

BOEING 727 - TECHNICAL DATA

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription November 30, 1971

S. LEWIS WALLICK, a Test Pilot employed by The Boeing Company, Seattle, Washington, telephone 655-4031, furnished the following information:

He was the Chief Test Pilot on the Boeing 727 project and he conducted the flight testing of this aircraft.

On several occasions during this testing he intentionally lowered the rear stairs under the tail of the aircraft while in flight. The effect of lowering these stairs in flight was hardly noticeable on the controls and the only positive indication he had that the stairs were lowered was the lighting of an indicator light on the instrument panel. The stairs were lowered at a speed of 150 knots. While the stairs were lowered the plane remained in the same attitude. There was no yawing or pitching.

He furnished the following opinions in connection with the question of whether or not a pilot would feel in his controls a sudden loss of weight of approximately 180 pounds from the tail of a 727. He advised that if the pilot were flying the aircraft manually and if the air were calm, he would feel a sudden loss of 180 pounds weight from the tail of the aircraft. He explained that the loss of this weight would move the center of gravity toward the front of the airplane and while this movement would be slight, it could be felt in the wheel by the pilot. He stated, however, that if the air were turbulent, it is doubtful that the pilot would feel this sudden loss of weight. He indicated also that if the plane were being flown on auto-pilot the loss of this weight would not be felt by the pilot.

He advised that if the rear stairs on a 727 is lowered in flight at an altitude of less than 10,000 feet a change in pressurization occurs and this could be felt by the crew if the door leading into the cockpit is open. If the cockpit door were closed, it is doubtful that the crew would experience the change in pressurization.

Interviewed on 11/29/71 at Seattle, Washington File # SE 164-81 -20
by SA [redacted] rmh Date dictated 11/30/71

= 277 =

SE 164-81

On 12/2/71, [REDACTED]
[REDACTED] Seattle, Washington, furnished the
following information:

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He was [REDACTED]

[REDACTED] testing of this aircraft.

It is physically impossible to make a take-off
in the 727 with the rear stairs extended. He explained that
if this were attempted the stairs would strike the runway
at the point of rotation just prior to liftoff.

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On the 727, the rear stairs cannot be lowered from
the pilot's compartment. They can be lowered only from the
passenger compartment in the rear of the plane or externally
if the plane is on the ground.

[REDACTED] advised that once the operation of the
rear stairs has started, there is no way to stop them until
they have extended to the full position. On the ground when
the rear stairs are extended, the weight of the stairs
actually carries them to the full open position. If the
stairs are extended in flight, the pressure of the wind
keeps them from opening to the full position.

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DB Cooper-572

SE 164-81

On several occasions [REDACTED]

[REDACTED] extended the rear stairs while in flight. This was done at speeds of approximately 150 knots. Opening the rear stairs in flight at speeds at 150 to 170 knots would not suck any items from the passenger cabin. There would be a slight change in pressurization, but this would not remove any papers or cushions from the passenger cabin.

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SE 164-81

SEARCH OF AIRCRAFT AT RENO

FEDERAL BUREAU OF INVESTIGATION

ON

1Date 11/26/71

[redacted] Reno International Airport, Reno, Nevada, advised the Northwest Airlines 727 Flight 305 would park on the ramp approximately 150 yards east of the airport terminal building. He said no vehicles other than service vehicles would be permitted on the ramp or runway except for FBI vehicles or those authorized on the airport by the FBI.

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On 11/24/71 at Reno, Nevada File # LV 164-60

by SA JOHN A. NORRIS, JR. - tlw Date dictated 11/26/71

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

DE:Cooper-581

FEDERAL BUREAU OF INVESTIGATION

11/26/71

Date

[redacted] Stewardess, indicated to Special Agents JOHN F. RICKS and ALF T. STOUSLAND the two seats which she had observed to be occupied by the unknown subject. Thereafter, those areas were processed for fingerprints. In addition the telephone, the area around the rear door, the rear door and four plastic drinking glasses found in the trash receptacle by the back door were also processed for fingerprints. Fingerprint impressions obtained were all initialed by SA STOUSLAND. In addition, a cloth towel affixed to the rear of one of the seats reportedly occupied by the unknown subject was removed and initialed by SA STOUSLAND. On that towel was noted what appeared to be a short human hair.

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On 11/25/71 at Reno, Nevada File # LV 164-60

SA JOHN F. RICKS
by SA ALF T. STOUSLAND ATS:js Date dictated 11/26/71

Date 11/26/71

On this date, the below listed individuals examined a Boeing Aircraft, Type 727, which belongs to Northwest Orient Airlines, and which had been utilized as their flight number 305 on that date. This examination took place at 11:25 P.M. at the Municipal Airport in Reno, Nevada.

Prior to the initiation of this search, information had been furnished to the below agents by a member of the crew who had flown this airplane into the Reno airport to the effect that the unknown subject involved in the hi-jacking of this airplane had been seated in the rear right-hand window seat of this plane.

Upon boarding this aircraft, it was determined that the rear row of seats on this airplane were numbered 18, and the right window seat was designated 18F. On the seat numbered 18E a black clip-on tie was observed. This black tie contained a tie clasp, yellow gold in color with a white pearl circular stone in the center. The label on this tie indicated it to be a "Towncraft" tie and bore the store name of Penneys Number 3. It further bore a label showing it to be a "Snapper" patent type tie. On the floor directly in front of seat number 18D, the exterior canvas cover for a chest type parachute was observed along with the handle utilized for releasing this parachute. The label on this canvas covering indicated it to be Pack Part Number 4511876B and indicated the date of manufacture to have been October, (year illegible). The flap on this canvas exterior contained a sewn on white label with the notation SSS # 5 and COSS. This flap had also been stenciled with the name JOHNSON.

An opened parachute which apparently had been removed from the canvas parachute cover described above was found spread out over seats 17C and 17B. This parachute was of a pink-orange color.

On seat 18B, an unopened back type parachute was observed. A card in the pocket of this parachute reflected it to be a Conacol type parachute, number 60-9707 and made by the Pioneer Parachute Company. This card indicated it was last inspected on May 21, 1971.

A search throughout the entire airplane did not reflect any additional items of an evidentiary nature.

On 11/24/71 at Reno, Nevada

Ft

by SA FRANCIS J. SCHMIDT; SA [REDACTED];

SA [REDACTED]; SA [REDACTED]

FJS:jd

Date dictated 11/26/71

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FEDERAL BUREAU OF INVESTIGATION

Date 11/26/71

The ash tray from the seat reportedly occupied by the unknown subject was examined and noted to contain a number of cork tipped cigarette butts. Those cigarette butts were obtained by SA JOHN F. RICKS.

On 11/25/71 at Reno, Nevada File # LV 164-60
by SA JOHN F. RICKS: jfd Date dictated 11/26/71

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DB Cooper-584

SE 164-81

The contents of the ash tray used by the subject and a towel removed from the rear of the seat he allegedly occupied, were submitted to the FBI Laboratory on 12/7/71, by the Las Vegas Division.

The Laboratory, by communication dated 12/13/71, advised that no latent fingerprints had been developed as a result of examining the contents of the ash tray.

The Laboratory advised however, that the ash tray contained eight cigarette butts, seven of which are Raleigh 85mm filter tipped cigarettes. The eighth cigarette butt has the same design and composition as Raleigh 85mm cigarettes and accordingly, probably is a Raleigh 85mm filter tipped cigarette. This type of cigarette is sold in a "soft pack."

The FBI Laboratory by communication dated 12/9/71, advised that an examination of the towel submitted by the Las Vegas Office, disclosed a brown head hair clipping and a brown limb hair, both of Caucasian origin. The report continued that the head hair clipping is suitable for significant comparison results, but that the limb hair possesses too few unique microscopic characteristics to be of value for that purpose.

The Laboratory also advised that the hairs obtained from the towel have been mounted on a glass microscopic slide. They suggested that if microscopic comparisons between the head hair clipping and a known head hair sample, were desired, that the glass microscopic slide containing the hair clipping should be resubmitted to the Laboratory by the Las Vegas Office.

The contents of the ash tray, the towel and the microscopic slide were returned by the Laboratory to the Las Vegas Office and are being held by the Las Vegas Division as evidence.

The fingerprint lifts made during the search of the interior of the aircraft in the area where the hijacker was known to have been, such as the rear door, the area around the door, the lavatory door, as well as the seat area, susceptible to dusting, were submitted for fingerprint examination, but no fingerprints of value were found on any of the latents thus obtained.

FEDERAL BUREAU OF INVESTIGATION

Date December 15, 1971

[redacted]
[redacted] Northwest Airlines, Inc., 10065 Eden Prairie Road,
Eden Prairie, Minnesota, advised as follows:

Flight 305, which was hijacked on November 24, 1971, involved a Boeing 727, a tri-jet. As you stand in front of the rear stairs facing the pilots cockpit, there are panels which open on the right and left sides of the aircraft. These panels can be opened and the panel on the right side has sufficient room for two average-sized males. The panel on the left side has sufficient room for one average male.

However, these panels cannot be entered unless the stairs are 100 per cent down. In his opinion these panels could not be entered at all while the aircraft is in flight; even though the stairs are partially decended.

Under the best conditions while the aircraft is on the ground, it is a difficult matter for an individual without assistance to enter these panels and then re-close the doors. In his opinion, it would be practically impossible for the unknown subject to have entered and concealed himself in either one of these compartments.

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On 12/3/71 at Minneapolis, Minnesota File # MP 164-73

DB Cooper-586

by SA RAY W. GAMMON:bab

| | |
|------------------------------|--------------|
| SEARCHED..... | INDEXED..... |
| Date dictated <u>12/9/71</u> | |
| DEC 18 1971 | |

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SE 164-81
84-41
H.H. csm
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b6 per FBI and FAA
b7C per FBI and FAA

On November 30, 1971, SA THOMAS G. ACKERMAN air-searched the portion of the hijack route from Eugene, Oregon to the Grants Pass, Oregon area in a fixed-wing light aircraft piloted by [redacted] Eugene. On the same date, the route from the Grants Pass area south to the Oregon-California border was flown by SA [redacted] in a light fixed-wing aircraft operated by Federal Aviation Administration (FAA) personnel.

In addition, arrangements were made on November 30, 1971 with [redacted] Chief Pilots, respectively, of Bonneville Power Administration, Department of the Interior, and the U.S. Forest Service, Department of Agriculture, to instruct the fixed-wing and helicopter pilots of both services flying along the hijack route in this matter to be alert for anything relating to the hijacker.

On November 30, 1971, [redacted] FAA, caused an examination and verification of the log of pre-flight weather briefings given to general aviation pilots who contacted this station on November 24, 1971, and advised that all such contacts appeared to be legitimate, resulting in no suggested suspects in this matter.

Subsequent to the availability of the composite artist's conception sketches in this matter, persons in logical capacities at Portland International Airport were recontacted and shown the sketches, with negative results.

SE 164-81

State of California

An aerial search of the route flown by the hijacked aircraft, was conducted on 12/13/71, by Agents of the FBI, who were either experienced pilots or parachutists, utilizing a rented Cessna 182. Results of the search were negative.

State of Nevada

On 11/26/71, a detailed search of the entire route of travel of the hijacked aircraft was conducted in the State of Nevada, with negative results.

A search was made from small low-flying, slow-speed aircraft, and by four-wheel land vehicles in areas which could not be completely covered by aircraft observation.

SE 164-81

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INVESTIGATION AT PORTLAND INTERNATIONAL AIRPORT

SE 164-81
PD 164-41
RPH: csm
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The following is a summary of investigation conducted by Portland Division in this matter:

AT PORTLAND INTERNATIONAL AIRPORT (PIA):

On the evening of November 24, 1971, beginning while the hijacking was in progress, Portland Agents interviewed airport, airlines and security personnel, taxicab and bus drivers, gift shop, insurance stands, car storage lot, car rental agency, coffee shop, cocktail lounge and dining room personnel in an effort to identify the unknown subject or develop background information. All interviews were negative except those with the Northwest Airlines ticket agent who sold unknown subject the ticket and the Boarding Gate Clerk, interviews of whom are reported separately.

SE 164-81

AIRPORTS, FLYING CLUBS, FLIGHT
SCHOOLS, PARACHUTE CLUBS

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SE 164-81
CRS:md

AIRPORTS, FLYING CLUBS, FLIGHT SCHOOLS,
PARACUTE AND SKYDIVING CLUBS

On the possibility that subject might have rented an airplane and flown over the area of Southwest Washington or might have chartered a plane for the same purpose, the following investigation was conducted in the State of Washington but failed to identify the subject:

An artist's conception and composite description of subject was exhibited to owners and operators of each flying school, each airfield and airport, each company renting or chartering aircraft, and each skydiving school and club.

Similar inquiry has been conducted at the Portland International Airport and at airports at Aurora and Donald, Oregon in Marion County, Oregon, and is being conducted throughout the remaining portion of the State of Oregon.

All skydiving clubs, parachute clubs and affiliated or related organizations have been and/or are being contacted nationally and subject's composite description and artist's conception is being displayed among the various memberships in an effort to identify subject.

A list of all affiliated clubs of the U. S. Parachute Association for the entire United States as well as an index of the members of the affiliated clubs for the states of California, Washington, Oregon, Nevada, Idaho and Arizona have been obtained. This will insure control over this facet of the investigation.

An international skydiving meet was held December 4, 1971 at Abbotsford, B.C., Canada.

Parachutists from the Western United States and Canada participated. Wide distribution of the artist's conception and composite description of subject was made among the participants without effecting any positive identification.

The artist's conception of subject and the following article will be published in the January, 1972 issue of "Parachutists", the monthly bulletin of the U. S. Parachute

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SE 164-81

CRS:md

Association, with headquarters at Monterey, California, and the membership is estimated at between 10,000 and 40,000 members depending on activity.

"Enclosed is an artist's conception of the hijacker who extorted two hundred thousand dollars from Northwest Airlines on November 24, 1971. This man is described as follows:

"Race-white; sex-male; age mid-forties; height-five feet ten inches to six feet; weight-170 to 180 pounds; build-average to well built; complexion olive, latin appearance, medium smooth; hair-dark brown or black; normal style, parted on left, combed back; sideburns, low ear level; eyes-possibly brown. During latter part of flight put on dark, wrap around sunglasses with dark rims. Voice low, spoke intelligently, no particular accent, possibly from Midwest section of the United States. Characteristic-heavy smoker of Raleigh filter tip cigarettes. Wearing apparel- black suit; white shirt, narrow black tie; black dress suit; black rain-type overcoat or dark top coat; dark briefcase or attache case; carried paper bag four inches by twelve inches by fourteen inches; brown shoes.

"If you have any information which might lead to the identity of this individual, please contact the nearest FBI Office."

The same article will also appear in the January, 1972 issue of "Skydivers", monthly publication subscribed to by many parachute enthusiasts.

Efforts are being made to include the same article in "Pilot Bulletin", official monthly publication of the Airline Pilots Association, Washington, D.C.

A major jump center on the West Coast has been identified as the Elsinore Paricenter, Inc., Elsinore, California. Each person making a first jump at this location, regardless of prior experience, must fill out a registration form bearing identifying information.

On December 3, 1971, Special Agents EDWARD A. ROMANOFF and [redacted] reviewed approximately 12,000 registration

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DB Cooper-595

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SE 164-81
CRS:md

cards of parachutists who have jumped from the Elsinore Paricenter, Inc. 433 registration cards were photographed representing those jumpers who registered at the Elsinore Paricenter, Inc., since 1969 and fit within the physical description limits of 35-55 years of age, 150-190 pounds, and five feet eight inches to six feet one inch in height.

A systematic review of these cards is being conducted to possibly identify subject.

Registration cards prior to 1969 do not contain height data. Such cards, numbering approximately 18,000, date back to 1957.

On December 10, 1971, flight records for the month of August, 1971 were photographed at the Elsinore Paricenter, Inc. These records contained the last names of the jumpers, the altitude from which they jumped, and the name of the pilot and date.

A review of these flight records December 14-15, 1971 revealed the last names on these records match 31 individuals whose descriptions match those of subject and who jumped from the Elsinore Paricenter during the month of August, 1971. Sixteen of the individuals whose cards were photographed were eliminated as possible suspects by interviews. The remaining 15 possible suspects are being systematically reviewed in an effort to identify the subject.

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SE 164-81
TJM:kd1

On November 27, 1971 [] a man who is familiar with parachute clubs and jumpers in the southwestern part of Washington and northern part of Oregon, advised that a person jumping from a plane at about 7000 feet who had experience could free fall and while doing so could count to 25 seconds which would then place him at 3000 feet and for this reason no altimeter would be needed. He pointed out that if the subject could have seen the ground there would be no problem in landing if he had experience as a jumper. He further pointed out that his experience as a jumper shows him that the subject would not have needed jump boots, a helmet, jump suit, or any other special equipment for he and other chutists jump in shorts, tennis shoes, and other non-jumping equipment when weather conditions are right. He also pointed out that the subject could land within one mile of a pin point spot picked if he had experience and knew when to jump. Further, he stated the subject would have travelled 1/2 to 3/4 of a mile from the drop line from the plane in a 30 mile per hour wind if he opened his chute at 3000 feet. [] also advised that he could also state that if the subject had experience he would know that the easiest place to put a container with the money would be between his legs and this would not cause any problems on landing or during descent. [] suggested one person whom he thought could be capable of the hijacking and that would be DANNY GORMAN, who is a good and experienced parachutist and pilot.

[] advised that the parachute clubs in the area he is familiar with are the Pacific Parachute Club which uses Donald airfield 30 miles south of Portland, Oregon, and the Western Sport Parachute Center which uses both the Frink field and the Hockinson field near Vancouver, Washington; he pointed out that Puckett airfield is no longer used as a jump center.

On November 28, 1971 [] Vancouver Piper Aviation, 209 East Reserve Street, Vancouver, Washington, was contacted and advised that he and a group of experienced pilots had been discussing the hijacking and he advanced the theory that in view of the cloud cover on the night of November 24, 1971 only an experienced jumper knowing

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SE 164-81

TJM:kdl

the area would have attempted such a jump and further that a small control receiver such as a Very High Frequency Omni Receiver (VOR) or a ground beacon receiver unit could have been utilized to secure an almost pin point landing. He also pointed out that in the vicinity of Cougar, Washington which is located in Cowlitz County at the northeastern end of Yale Lake, there is an air traffic intersection used by instrument rated pilots to secure their location and such an intersection could have been utilized by the hijacker with a portable receiving unit.

SE 164-81

AIRLINE TICKET

SE 164-81

The passenger who boarded Northwest Airline (NWA) Flight #305, at Portland, Oregon, 11/24/71, using the name DAN COOPER, purchased his ticket at Portland International Airport, from [REDACTED], NWA. Information furnished by [REDACTED] is set forth in a section of this report entitled "INTERVIEWS WITH WITNESSES."

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"COOPER" paid cash, using a \$20 bill to purchase a one way, coach ticket from Portland, Oregon to Seattle, Washington.

The flight coupon for the above ticket, according to [REDACTED] NWA, Portland, on 12/6/71, was forwarded to NWA Headquarters at Minneapolis, Minnesota.

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The ticket was obtained from NWA Headquarters on 12/7/71 and forwarded to the FBI Laboratory that date, for latent fingerprint examination.

On 12/14/71, the FBI Laboratory advised that no latent fingerprints of value were found on the above ticket.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription December 13, 19

-1-

[redacted] b6
Northwest Airlines, Minneapolis, Minnesota, furnished from b7C
their files the original of flight coupon number 1 of Northwest
ticket [redacted] which had been issued to a DAN COOPER
on November 24, 1971, at Portland, Oregon. [redacted] advised
that COOPER had paid cash for this ticket which was one North-
west Flight 305, the flight which had been hijacked on the
same date at Seattle, Washington. [redacted] advised that the
amount of the ticket was \$20. [redacted] advised that this paid
coupon had been handled by many Northwest employees and that
he doubted if it would be of any value in processing it for
fingerprints.

[redacted] advised that this was the only ticket issued
on Flight 305 on that day between Washington, D.C., and Portland
to a man-using the name COOPER.

Interviewed on 12/7/71 at Minneapolis, Minnesota File # MP 164-73
by SA [redacted] HDL:d1b Date dictated 12/10/71
SA [redacted]

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SE 164-81

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BLACK SNAP-ON TIE AND TIE TACK
INVESTIGATION AT LAS VEGAS, NEVADA

FEDERAL BUREAU OF INVESTIGATION

Date 12/1/71

On this date [redacted] and [redacted] Penneys Store Number 44 located on Maryland Parkway, were interviewed by the reporting agent. They were shown a black snap-on tie with a Towncraft label and #3 Penneys also on the label.

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[redacted] advised that to his knowledge it would be impossible to tell at what store or location same was purchased. He stated that the #3 signified that the tie sold for one dollar and a half. He advised that the tie was of polyester material and washable and as such was a favorite item worn by waiters or busboys or bartenders.

[redacted] checked the tie counter of that store and exhibited the same type of tie, as to color and material and snap on, but this tie was approximately two and one half times the width of the one shown to him by the reporting agent. He stated that it has been at least a year, and probably a year and a half, since that store handled the narrow type. He advised that these ties are not a dress-type tie but usually worn by working people. He advised that these ties are usually purchased by that store in bulk orders of thirty to forty dozen at a time.

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Regarding the tie clasp with the imitation pearl centerpiece, attached to the tie, they concurred in advising that they would have no way knowing where it had been manufactured or sold.

On 11/29/71 at Las Vegas, Nevada File # LV 164-cv

by SA FRANCIS J. SCHMIDT:jhp Date dictated 11/29/71

DB Cooper-603

SE 164-81

PHYSICAL EVIDENCE

SE 164-81

The following is a list of the physical evidence obtained in this case:

A. CONTENTS OF ASH TRAY

The ash tray was removed from the seat used by the subject and an examination by the Laboratory, reflects that it contained eight cigarette butts, seven of which were Raleigh 85mm filter tipped cigarettes.

It is noted that Stewardess [redacted] described the hijacker as a chain smoker who used Raleigh filter tipped cigarettes. No fingerprints of value from the ash tray were found.

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B. TOWEL FROM BACK OF SEAT

A towel was removed from the back of the seat allegedly used by the hijacker and examination by the Laboratory, disclosed that it contained a head hair clipping and a brown limb hair. The head hair clipping is suitable for significant comparison.

C. BLACK TIE AND TIE CLIP

A black clip-on tie which contained a tie clip, yellow gold in color, with a round, white pearl in the center, was located in the seat allegedly used by the hijacker. The tie bore the label "Towncraft", a trademark of the J.C. Penney, Company. Tie and clip were found on seat 18E and Stewardess [redacted] after seeing the tie, said it possibly belonged to the hijacker.

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SE 164-81

D. AIRLINE TICKET

The ticket used by the hijacker was obtained from Northwest Airlines, Minneapolis, and examined by the FBI Laboratory, but no fingerprints of value were obtained.

E. ONE COMPLETE PIONEER PARACHUTE COMPANY, 26 FOOT, WHITE RIP STOP CONICAL PARACHUTE (BACK TYPE 226, SN 9/57. INSPECTED AND REPACKED 5/21/71 BY E.J. COSSEY, RIGGERS LICENSE 1579638, ISSAQUAH, WASHINGTON

This parachute was found intact on the plane when the plane landed at Reno. Also an integral part of this parachute is a 24 foot rip stop, made by Steinthal Manufacturing Company, type 60-9707, SN 7/60. This also was packed by E.J. COSSEY on 5/21/71.

F. ORANGE CHEST PARACHUTE, 24 FOOT RIP STOP, TYPE SN DA5853912. DATE OF MANUFACTURE 10/59. OWNER-SEATTLE SKY SPORTS, ISSAQUAH, WASHINGTON INSPECTED AND REPACKED 9/16/71 BY E.J. COSSEY. THREE SHROUD CORDS CUT

This parachute was found on the plane when it landed at Reno. The parachute had been opened and removed from its packing. Three of the shrouds had been cut, apparently by the hijacker.

SE 164-81

Items A, B, and C, are being maintained as evidence by the Las Vegas Division.

Item D is being maintained as evidence by the Minneapolis Division.

Items E and F have been forwarded to Seattle and are being held as evidence by the Seattle Division.

SE 164-81

ARTIST'S SKETCH

SE 164-81

Descriptive data as furnished by all witnesses who saw the hijacker, the three stewardesses, the two Northwest Airlines (NWA) employees at Portland, Oregon, and the five passengers, was furnished to the FBI Laboratory where an FBI artist prepared a sketch of the hijacker.

That drawing was then shown to the various witnesses and changes suggested by them, were in turn relayed to the artist for a refinement of the drawing.

The results of the interview with some of the witnesses is set out herein, but the information provided by others will be set out in the complete description furnished by that particular witness in the section entitled "DESCRIPTIVE DATA."

After preparing the first sketch, the artist flew to Minneapolis, Minnesota, where he personally interviewed Stewardesses [REDACTED]

[REDACTED] He then prepared a revised sketch of the hijacker, showing him with the dark glasses which he wore on the airplane, and the same sketch, but without the glasses. These two sketches are set out hereinafter:

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FEDERAL BUREAU OF INVESTIGATION

December 2, 1971

Date

[redacted] stewardess, Northwest Orient
Air Lines, home address [redacted]
Minnesota, telephone [redacted] then at Northwest's Operations,
informed as follows:

On viewing a facsimile copy of an artist's conception of the hijacker on Northwest Flight 305, on November 24, 1971, she stated that the conception was not, in her opinion, a good likeness of the hijacker. She requested permission to examine the Facial Identification Catalog, and immediately picked out photo number KK5-1, in the Facial Lines Section, stating, "that is him, except for the ears and hair." She explained that the person depicted in that particular number photo closely resembled the man; however, the ears of the hijacker did not protrude as far from the head, and she felt that the hair line should be some lower than that on the man depicted in photo number KK5-1. She was very adamant in her insistence that the artist's conception shown to her was not a good likeness of the hijacker.

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On 11/25/71 at Minneapolis, Minnesota File # MP 164-73

SA
SA

TES:wkb

Date dictated 11/28/71

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FEDERAL BUREAU OF INVESTIGATION

December 2, 1971
Date

[redacted] stewardess, Northwest Orient Air Lines, home address [redacted] Minnesota, on her return to Northwest's Flight Operations, advised as follows:

On viewing a facsimile copy of the artist's conception of the hijacker, based on information furnished by her earlier that date to Special Agents of the FBI, advised that the drawing is a good likeness of the hijacker; however, she would make the glasses wider on the head, and the face should be a little longer. This was the only correction she could suggest at this time.

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On 11/25/71 at Minneapolis, Minnesota File # MP 164-73
by SA [redacted] SA [redacted] TES:wkb Date dictated 11/28/71

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FEDERAL BUREAU OF INVESTIGATION

(1)

Date December 2, 1971

[redacted] residence
[redacted]
telephone [redacted] informed as follows:

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She was [redacted]
to Northwest Airlines Flight 305, that was hijacked between
Portland, Oregon, and Seattle, Washington, on November 24,
1971. She had previously related to Special Agents of the
FBI at Seattle all details that she could recall concerning
the hijacker, and understood that the purpose of this inter-
view was to assist in the preparation of an artist's concep-
tion of the hijacker, by answering certain questions regarding
the best recollection she has as of this time of the hijacker.

[redacted] described the hijacker generally as a white
male, age 38-45, olive complexion, height 73 inches, weight
165-170 pounds, slim build, and hair dark brown or black.

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She was unable to describe his eyes as he wore hore-rimmed
dark glasses at all times she observed him while aboard the
flight, and she further pointed out that [redacted]
[redacted] to leave the plane at
Seattle.

When questioned further to further define various
characteristics of the hijacker, she described his head as
oval, eyes unknown, eyebrows average, nose small, mouth small,
thick lower lip, thin upper lip, chin pointed, ears average,
cheek and cheekbone average, hair straight, and slightly
balding. She could not make any comment concerning facial
lines, and said he did not have a moustache, beard or pockmarks
and skin irregularities.

On 11/25/71 at Minneapolis, Minnesota File # MP 164-73

by SA [redacted]
SA [redacted] TES:wkb Date dictated 11/25/71

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b7CSEARCHED ☒ INDEXED ☒

- 319 -

MP 164-73
(2)

[] was then exhibited a "Facial Identification Catalog," depicting various types of heads, eyes, etc., and thereafter picked the following identified photos as being best representative in her opinion, of the hijacker: Head - KA3-9, Eyes - unknown, Eyebrows - OC1-10, Nose - OD4-1, mouth KE9-11, Chin KF3-17, Ears - KG1-12, Cheek and cheekbone - OH1-9, Hair KJ1-1. As previously indicated, she did not suggest any particular number for facial lines, moustache, beard or pockmarks and skin irregularities.

[] was subsequently exhibited a facsimile copy of an artist's conception, based on information furnished to the artist by Stewardess []. Her first comment upon viewing this drawing was, "That's him"; however, she later made the following suggestions, which in her opinion would make the drawing a closer likeness to the hijacker: the man depicted is too young; the hair-line is good, but the hair should be thinner. His ears were slightly smaller in the fleshy area, and not so squared off. The nose should be thinner. Mouth - bottom lip is good but not quite so wide; more hollow below cheekbone and jaw. Chin possibly smaller.

In addition to the above, [] had made the following additional comments concerning the hijacker:

His clothing consisted of dark pants, white shirt, black or dark tie, coat dark, and wore black horn-rimmed colored glasses. He looked very clean cut, was a very heavy smoker, no noticeable accent, very soft spoken, and he did not impress her as being athletically inclined.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription November 29, 1971

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On November 25, 1971, [redacted]

[redacted] Washington, was interviewed at [redacted]
[redacted] Washington.b6
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He was exhibited the Facial Identification Catalog and he picked therefrom the facial characteristics which most closely resembled those of the man who hijacked Northwest Airlines Flight 305 on November 24, 1971.

- A. Head, oval, KA1-11
- B. Eyes, average, OB1-5
- C. Eyebrows, average, KC1-11
- D. Nose, narrow base, KD4-4
- E. Mouth, average, KE1-16
- F. Chin, pointed, KF3-15
- G. Ears, close set, OG3-7
- H. Cheek and cheekbone, average, OH1-4
- I. Hair, curly or wavy, OJ2-1
- J. Facial lines, forehead OK1-11; between eyes, OK2-11; nose to corner of mouth, KK3-13; side of face, OK4-6; around eyes, KK5-4; chin and neck, OK6-12.

[redacted] stated the subject had no moustache, beard and no pockmarks or skin irregularities. The subject's skin was smooth. [redacted] stated he believes the subject removed his dark glasses once at the time that he, [redacted] went to the bathroom, and therefore he picked out eye and eyebrow characteristics. Ordinarily, the subject kept his dark glasses on.

b6
b7CInterviewed on 11/25/71 at Puyallup, Washington File # SE 164-81by SA [redacted] rmh Date dictated 11/26/71

SE 164-81

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[] stated that the photograph above OJ2-1 on page 107 bore a close resemblance to the subject, especially if chin KF3-15, page 83, were substituted. Photograph, OJ2-1, resembled the subject closely from the upper lip upwards.

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The subject's hair was jet black, greasy, had a patent leather sheen, marcelled, combed almost straight back, but with a slight angle toward the right side of the head and had a slight part on the left.

He felt the subject might have been a Mexican-American with possibly some American Indian blood.

[] who has been in [] for a number of years, [] which he stated matched the color of the subject's suit coat.

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[] was also exhibited an artist's composite sketch of the subject. He stated the sketch closely resembled the subject, but suggested the following changes:

The hair should be as it appears in the sketch, not photograph, at the top of page 104 in the above-mentioned catalog; it should be marcelled, with a slight part on the left, with a patent leather sheen.

The mouth's lower lip is too full. Mouth KE 1-16, page 61, should be substituted.

The chin is too broad and chin KF 3-22, page 83, should be substituted.

The cheeks should be as in cheeks KJ 3-1, page 108.

SA [] penciled in a narrower lower lip, narrowed the chin and shaded the area on either side of the chin in the artist's sketch. [] stated that with these changes the resemblance was closer, but that the entire face should be longer. The sketch, as it originally existed resembled a "clean cut American" too much.

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SE 164-81

DESCRIPTIVE DATA

SE 164-81

Although a composite physical description of the hijacker will be set out elsewhere in this report, a detailed list of the descriptive data furnished by each witness is set out as follows.

This information is being set forth to show all variables given by the witnesses as to age, height, weight, etc.

SE 164-81

DESCRIPTION FURNISHED BY
[REDACTED] STEWARDESS, NWA

b6
b7C

| | |
|-------------|--|
| Sex: | Male |
| Race: | White |
| Age: | 44 to 46 |
| Height: | 5'10" to 6' |
| Weight: | 180 to 190 lbs. |
| Eyes: | Could not describe. Wore. dark rimmed, wrap around glasses with black frames. |
| Hair: | Dark brown, parted and combed back. Sideburns partially past the ears. |
| Build: | Medium to well built |
| Complexion: | Medium to dark. Smooth. |
| Remarks: | No accent. No scars, marks or tattoos. Possibly from the West or Mid-West. Very polite. Chain smoker. Used Raleigh filter tip cigarettes. |
| Clothing: | Dark topcoat. Dark brown suit, possibly with a thin black stripe; Socks-brown. Shoes- brown, ankle height; pebble grain, in a tie-type shoe. |

She noted that the black tie and
tie tack found on the plane were
possibly the hijackers.

DB Cooper-619

SE 164-81

DESCRIPTION FURNISHED BY

[REDACTED] STEWARDESS, NWA

b6
b7C

Sex: Male
Race: White
Age: 43 to 47
Height: 6'
Weight: 170 to 175 lbs.
Eyes: Brown or dark. Also wore
sunglasses with dark frames
Hair: Black
Build: Medium
Complexion: Olive
Remarks: [REDACTED] made notes during
the flight (while she was in
the cockpit.) No scars, marks
or tattoos noted. No mustache
or beard. Looked homely.
Clothing: Black overcoat. Black business
suit. White shirt. Thin black
tie. Black shoes. Carried a
businessman's type briefcase,
described as ordinary.

SE 164-81

DESCRIPTION FURNISHED BY

STEWARDESS, NWA

b6
b7c

| | |
|-------------|---|
| Sex: | Male |
| Race: | White |
| Age: | 38 to 45 |
| Height: | 6'1" to 6'3" |
| Weight: | 165 to 175 lbs. |
| Eyes: | Could not describe as he wore dark horned rimmed glasses |
| Hair: | Dark brown or black. Straight and slightly balding. |
| Build: | Slim |
| Complexion: | Olive |
| Remarks: | Thick lower lip; thin upper lip. No mustache, beard, tattoos, scars or marks. Very clean-cut. Soft-spoken. No accent. Very heavy smoker; looked homely. |
| Clothing: | Black trench coat, dark pants, white shirt, and a black or dark tie. |

DB Cooper-621

DESCRIPTION FURNISHED BY

PORTLAND, OREGON

| | |
|-------------|--|
| Sex: | Male |
| Race: | White |
| Age: | Mid-30s, possibly older |
| Height: | 5'10" to 5'11" |
| Weight: | 180 lbs. |
| Eyes: | Not noted. Wearing glasses. |
| Hair: | Dark |
| Build: | Medium |
| Complexion: | Slightly dark, possibly olive. |
| Remarks: | A laboring-type man as opposed to an office worker. Soft voice. |
| Clothing: | Dark clothing, but only recalled what he believed was a casual jacket. Headgear was unnoticed. |

SE 164-81

DESCRIPTION FURNISHED BY

[REDACTED] NWA,

PORTLAND, OREGON

b6
b7C

Sex: Male
Race: White
Age: 50
Height: 6'1" +
Weight: 175 to 180 lbs.
Eyes: Not noted
Hair: Black and wavy
Build: Slender

Remarks: [REDACTED] has a habit of noticing individuals dressed in black which he said was the reason he recalled the above passenger. He described him further as being smartly dressed and with a "blah" attitude.

SE 164-81

DESCRIPTION FURNISHED BY

NWA FLIGHT #305 //

b6
b7C

| | |
|-------------|--|
| Sex: | Male |
| Race: | White |
| Age: | 35 |
| Height: | 5'9" |
| Weight: | 165 lbs. |
| Eyes: | Unknown. Wore dark glasses with very dark horn-rimmed frame |
| Hair: | Jet black, greasy, patent leather sheen, marcelled. Combed straight back with a slight angle to the right and a slight part to the left. |
| Complexion: | Swarthy |
| Remarks: | No mustache, beard, pockmarks or skin irregularities. Possibly some American-Indian blood or a Mexican-American. |
| Clothing: | Unusual colored suit coat, possibly a reddish brown or russet color; wide lapels. Shirt - neutral color. Tie - contrasting, medium to dark color |

DB Cooper-624

SE 164-81

DESCRIPTION FURNISHED BY

NWA FLIGHT #305

b6
b7C

| | |
|-------------|---|
| Sex: | Male |
| Race: | White |
| Age: | 35 |
| Height: | 5'10" |
| Weight: | 150 lbs. |
| Eyes: | Not noted |
| Hair: | Dark |
| Build: | Medium |
| Complexion: | Dark |
| Remarks: | Average facial features, thin lips, no mustache or beard |
| Clothing: | Wearing a dark blazer-type jacket and a sporty vest beneath |

SE 164-81

DESCRIPTION FURNISHED BY
CORD HARMS ZRIM SPRECKEL, PASSENGER,
NWA FLIGHT #305 "

| | |
|-----------|--|
| Sex: | Male |
| Race: | White |
| Age: | 50 |
| Height: | 5'10" |
| Eyes: | Not noted, wore sunglasses which he put on some time during flight |
| Hair: | Dark brown or black, parted on left side |
| Build: | Medium to heavy |
| Remarks: | Squared jaw line |
| Clothing: | Dark suit and tie, no hat |

SE 164-81

DESCRIPTION FURNISHED BY

NWA FLIGHT #305

b6
b7C

| | |
|-------------|---|
| Sex: | Male |
| Race: | White |
| Age: | 40 |
| Height: | 5'10" |
| Weight: | 160 lbs. |
| Eyes: | Did not see. Wore sunglasses |
| Hair: | Dark or black with wave in front, up over his forehead. Sideburns to below his ears |
| Build: | Medium |
| Complexion: | Fair |
| Remarks: | Sagging chin. Carried a sack and a briefcase into which he kept putting his left hand from time to time. Appeared cool and casual |
| Clothing: | Black raincoat; dark trousers; white shirt; tie (no color) and brown shoes |

SE 164-81

DESCRIPTION FURNISHED BY

NWA FLIGHT #305 "

b6
b7C

Mrs. HOUSE could not furnish a detailed physical description of the hijacker, but did offer the following observations:

Hair:

Clothing:

Remarks:

Dark

Overcoat. Large sunglasses. Narrow face. Observed hijacker go to the rest-room, carrying a dark colored attache case on its side, in both arms. On top of the attache case was a package of yellow paper, approximately 4" deep with the width and height of the package approximately the same as the width and height of the attache case.

SE 164-81

11
COMPOSITE DESCRIPTION

SE 164-81

The following composite description of the hijacker is based on data furnished primarily by the three stewardesses, who had the closest contact with him. Where the information of other witnesses did not vary so widely as to make a composite meaningless, it also was used.

| | |
|------------------|---|
| Race: | White |
| Sex: | Male |
| Age: | Mid 40s |
| Height: | 5'10" to 6' |
| Weight: | 170 to 180 pounds |
| Build: | Average to well built |
| Complexion: | Olive, Latin appearance, medium smooth |
| Hair: | Dark brown or black, normal style, parted on left, combed back. Possibly greasy. Sideburns, low ear level |
| Eyes: | Possibly brown. During latter part of flight put on dark, wrap-around sunglasses with dark rims. |
| Voice: | Low, spoke intelligently; no particular accent, possibly from Midwest section of the U.S. |
| Characteristic: | Heavy smoker of Raleigh filter tip cigarettes |
| Wearing Apparel: | Black or brown suit; white shirt; narrow black tie; black dress suit; black rain-type overcoat or dark top coat; dark briefcase or attache case; carried paper bag 4"x12"x14"; brown shoes |
| Remarks: | Very polite at all times. |

~~FOR OFFICIAL USE ONLY~~

DATE: 10 DECEMBER 1971

FROM: FAA SAN-ATSFO

TO: ACA, AAL, HAW, DAL, NAL, PSA, PSA (MR. GARDELLA), UAL, WAL,
SCSU, SDUSM, AIRPORT MANAGER, HARBOR POLICE, SDPD, FBI

FAA AIR TRANSPORTATION SECURITY INTELLIGENCE SUMMARY NO. 14-71
SUBJECT: SUCCESSFUL HIJACKING/EXTORTION, NW 305, 24 NOVEMBER 1971
ON 24 NOVEMBER 1971 A LONE MALE, IDENTIFIED ONLY AS D.B. COOPER,
LATE 40'S TALL AND SLIM, BOARDED NW 305, A B-727, AT PORTLAND,
OREGON, ON A FLIGHT TO SEATTLE. EN ROUTE, HE HANDED A NOTE TO ONE
OF THE STEWARDESSES STATING THAT HE HAD A BOMB IN HIS BRIEFCASE
AND WAS HIJACKING THE AIRCRAFT. HE ORDERED THE STEWARDESS TO INSTRUCT
THE CAPTAIN AND COMPANY OFFICIALS THAT HE WAS DEMANDING \$200,000
AND THAT HE WANTED 4 PARACHUTES (2 CHEST AND 2 BACK PACKS). HE
SHOWED THE STEWARDESS THAT HIS BRIEFCASE CONTAINED SEVERAL RED STICKS
WIRE AND A BATTERY. THE COMPANY AGREED TO THE MAN'S DEMANDS. NW
305 ORBITTED NEAR SEATTLE WHILE THE REQUESTED MONEY AND PARACHUTES
WERE ASSEMBLED. THE AIRCRAFT LANDED AT SEATAC AT 1742L. AFTER THE
RANSOM AND PARACHUTES WERE PLACED ABOARD, COOPER ALLOWED THE 36
PASSENGERS AND 2 OF THE 3 STEWARDESSES TO DEPLANE. WHILE THE AIRCRAFT
WAS BEING REFUELED, THE HIJACKER ORDERED THAT THE AIRCRAFT TAKE OFF
WITH THE REAR DOOR EXTENDED, THAT THE CAPTAIN FLY NO HIGHER THAN
10,000 ALTITUDE AT A SPEED NOT IN EXCESS OF 200 MPH, WITH FLAPS
AND LANDING GEAR DOWN, AND THAT ALL LIGHTS, INCLUDING CABIN LIGHTS,
BE EXTINGUISHED WHILE EN ROUTE. HE WAS ADVISED THAT THE DOOR COULD
NOT BE FULLY EXTENDED ON TAKEOFF, SO HE AGREED THAT IT SHOULD ONLY
BE LEFT OPENED. NW 305 DEPARTED SEATTLE WITH 3 FLIGHT CREW, 1
STEWARDESS AND THE HIJACKER AT 1936L. ALLEGEDLY THE FINAL DESTINATION
OF THE FLIGHT WAS TO BE MEXICO CITY AND THE CAPTAIN INDICATED THAT
THERE WOULD BE FUEL STOPS AT RENO AND YUMA. DUE TO THE LOWERED GEAR,
FLAPS AND REAR DOOR, AIR SPEED WAS REDUCED TO 170 KNOTS. EN ROUTE,
THE HIJACKER REMAINED ON THE FLIGHT DECK. THE HIJACKER PULLED THE
CURTAIN SHUT BETWEEN FIRST AND COACH CLASSES, MAKING IT IMPOSSIBLE
FOR THE CREW TO OBSERVE HIM FROM THE FLIGHT DECK.
IT HAD BEEN ARRANGED THAT THE CAPTAIN WOULD SQUAWK CODE 7700 ON
HIS TRANSPONDER AND FLASH HIS LANDING LIGHTS FOR 30 SECONDS IF THE
HIJACKER WAS OBSERVED EXITING THE AIRCRAFT. MILITARY ESCORT AIRCRAFT
WERE PROVIDED AND ALSO INSTRUCTED TO SQUAWK IF THEY OBSERVED A
PARACHUTIST EXITING THE AIRCRAFT.

164-91-21
SEARCHED
SERIALIZED

PAGE 2

BETWEEN SEATTLE AND PORTLAND, THE CREW COMMUNICATED WITH THE HIJACKER VIA THE PA SYSTEM AND INTERPHONE. HOWEVER, THE HIJACKER DID NOT RESPOND AFTER PORTLAND. APPROACHING PORTLAND A LIGHT ON THE CAPTAIN'S PANEL LIT UP INDICATING THAT THE REAR EXIT STEPS WERE LOWERED AND LOCKED; HOWEVER, THIS WAS NOT REPORTED TO FLIGHT CONTROLLERS. REPEATED REQUESTS BY FAA TO THE COMPANY TO HAVE THE CREW VERIFY THE HIJACKER'S CONTINUED PRESENCE ON THE AIRCRAFT WERE NOT HONORED BECAUSE OF POSSIBLE DANGER TO THE CREW. NW 305 LANDED AT RENO AT 2302L. THE HIJACKER WAS NOT ON BOARD. THE ONLY ITEMS LEFT BEHIND WERE ONE SET OF CHUTES (1 CHEST AND 1 BACK PACK).

FAA COMMENT: D.B. COOPER MET THE PROFILE; HOWEVER, THERE WAS NO PASSENGER PRE-BOARD SCREENING IN EFFECT BY NW AT PORTLAND. AS FAR AS PARACHUTISTS ARE CONCERNED, WE CERTAINLY URGE HOLD STORAGE OF SPORT PARACHUTES AND YOUR CABIN ATTENDANTS SHOULD BE ESPECIALLY ALERT TO CHALLENGE PASSENGERS WITH UNUSUALLY WRAPPED PACKAGES WHICH MIGHT CONTAIN A PARACHUTE. I THINK IT IS IMPERATIVE THAT THE ACTIVITIES OF A PARACHUTIST BE MONITORED IN FLIGHT SINCE HOW ELSE CAN YOU BE CERTAIN THAT A LIVE BOMB HAS NOT BEEN LEFT BEHIND AND SET TO DETONATE. TO FLY FOR HOURS AFTER THE EXTORTIONIST HAS LEFT THE AIRCRAFT COULD BE SUICIDAL. FURTHER, SUCH ACTION COULD HAVE ASSISTED IN THE EARLY APPREHENSION OF THE CRIMINAL THUS CURBING SOME OF THE ADVERSE PUBLICITY RESULTING FROM HIS ESCAPE. IT IS OUR OPINION THAT THERE WILL BE A SIMILAR ATTEMPT IN THE NEAR FUTURE. MURPHY, SE-1.

b6 per FAA
b7C per FAA

SAN-ATSFO
10 DECEMBER 1971

~~FOR OFFICIAL USE ONLY~~

DB-Cooper-68

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UNITED STATES GOVERNMENT

Memorandum

TO : SAC SEATTLE

DATE: 4/18/72

FROM : SA [REDACTED]

SUBJECT: NORJAK
[REDACTED] [REDACTED]

ELIMINATE

On 4/12/72 [REDACTED] at the [REDACTED]
[REDACTED] advised that [REDACTED] had moved from these [REDACTED]
[REDACTED] Bellevue, Wn.

On 4/17/72 [REDACTED] was contacted at his residence
in Bellevue, Wn. During the course of interview [REDACTED] was
unable to account for his whereabouts on the evening of
12/24/71, however, he willingly provided the following back-
ground information:

Name: [REDACTED]
DOB: [REDACTED]
height: 5'9"
weight: 140 lbs
occupation: [REDACTED]

[REDACTED] Seattle, Wn.
Wash. Driver's Lic. [REDACTED]

[REDACTED] also provided a strip of four snapshots of himself.
Due to that fact that [REDACTED] description is quite
dissimilar to that of subject no further investigation is
warranted re [REDACTED]

164-81-3824

| | |
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| SEARCHED..... | INDEXED..... |
| SERIALIZED..... | FILED..... |
| AUG 25 1972 | |
| FBI-SEATTLE | |

IN



5010-106

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB COOPER-49954

SAC SEATTLE (164-81)

3/28/72

SA JOHN L KETCHAM (P)

NORJAK

b6
b7C

X
On 3/28/72 [redacted] Seattle PD, advised that [redacted] Seattle, [redacted] had a suspect in the NORJAK and [redacted] had advised him that he would have the FBI contact him.

On 3/28/72 [redacted] advised that [redacted] is a "dead ringer" for D.B. COOPER. [redacted] has known [redacted] in that they had a business deal over a real estate contract. [redacted] left an address at [redacted] Seattle, [redacted] in 2/72 to move to Vancouver, Wash. The apartment manager, [redacted] told [redacted] that [redacted] has not yet filed a forwarding address.

[redacted] advised that the suggestion that [redacted] is a suspect comes from the likeness in the composite photo. [redacted] knows of no parachute background on part of [redacted]. [redacted] used to have [redacted] Seattle. After that he had [redacted] one [redacted] in Seattle.

Consider [redacted] as suspect. LEAD

b6
b7C

jlk
(2)

[redacted]

164-81-2594

| | |
|-------------|---------|
| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| MAR 28 1972 | |
| FBI-SEATTLE | |

DB COOPER-49957

UNITED STATES GOVERNMENT

Memorandum

TO : SAC SEATTLE (164-810 (P) Sub 376

DATE: 5/11/72

FROM : SA [REDACTED]

SUBJECT: NORJAK

F. M. ARNDT is known to the writer who has talked with him in the past on one or two occasions. His real name is FERNAND MICHAEL RICHARD ARNDT and the Bellingham Police Department records reflect the following information regarding him:

WMA, DOB 7/13/30. POB Minneapolis, Minn., SSAN 571-40-1610, 6', 150 lbs., brown hair, hazel eyes, fair complexion, occupation-salesman, S&M: 2 small scars right thumb, scar top right foot, address 1734 James St., Bellingham, Wash. & 2138 Humboldt St., Bellingham, Washington, wears glasses, FBI# 851 238 A.

2/14/64 Firearm permit
12/19/66 Stop sign. On 2/14/67 forfe. \$17.00
4/13/67 Illegal use of license plates, no vehicle plate and failure to display valid front plate. On 4/18/67 he paid \$26 Fine & Costs.

On 4/14/72 [REDACTED], Bellingham Police Department advised he would obtain a copy of subject's photo for our use. b6
b7C

On 5/11/72 [REDACTED] Bellingham P.D. made available a copy of a photo of FERNAND MICHAEL RICHARD ARNDT.

It is this writer's opinion that from his personal observations ~~66 the subject~~ ARNDT in the past and about town that ARNDT can be eliminated as a suspect solely on the basis of his unusually large and prominent nose and for this reason he is not being interviewed at this time.

RST:
(2)



Elim

Sub. 376

164-810-3323

| | |
|---------------|---------|
| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| MAY 12 1972 | |
| FBI - SEATTLE | |

[Signature]

DB COOPER-49958

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81)

DATE: 3/29/72

FROM : SA [REDACTED]

b6
b7C

SUBJECT: NORJAK

Attached is a copy of a letter received by the SEATTLE POST INTELLIGENCER in response to their Secret Witness program setting forth information concerning captioned matter. This letter was furnished by [REDACTED] of the POST INTELLIGENCER.

JSD:klb
(3)

klb

Sub. 376
164-81-2596

| | |
|-----------------|--------------|
| SEARCHED..... | INDEXED..... |
| SERIALIZED..... | FILED..... |
| 29 1972 | |
| FBI-SEATTLE | |

[Signature]



This will probably be the worst tip you will get but I have only seen the picture of the plane hijacker once in your paper so I can't be too sure. He looks like a guy that was around Bellingham for a time & was a self-styled Big Time operator. He seems to me to be just the type to pull a trick like that. I have his name but no address. There is no address in either the phone book or city directory. His name is F. M. Arndt. He was the Vice President of the Northwest Land and Investment Company, 103 East Holly Street, Room 204. The number will be my original rifle number I had years ago.

SAC, SEATTLE (164-81) (P)

5/5/72

SA

NORJAK

RE: SUSPECT AL ANDERSON
SUSPECT #377

On May 2, 1972, ALVIN H. ANDERSON, 1321 East Union, Seattle, Washington, advised that on the evening of November 24, 1971, he was at the Finn Hill School, Kirkland, Washington, where he was employed as a custodian. ANDERSON gave the following description of himself:

| | |
|----------------------|-----------------------|
| Name: | ALVIN HARRIS ANDERSON |
| Race: | White |
| Sex: | Male |
| Height: | 5'8" |
| Weight: | 150 |
| Hair: | Brown |
| Eyes: | Blue |
| Date of Birth: | November 21, 1916 |
| Place of Birth: | Canton, Ohio |
| Social Security No.: | 274-07-5556 |

On May 4, 1972, , Lake Washington School District, Kirkland, Washington, advised after checking her records that ANDERSON worked from 11:00 p.m. November 24, 1971 to 7:00 a.m. November 25, 1971, at the Finn Hill School, Kirkland, Washington.

In view of the above, it is recommended that investigation of ANDERSON as possible suspect be discontinued.

③-Seattle

JTS/rmh
(3)

164-81-3305 *Sub. 377*

| | |
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| SERIALIZED <i>my</i> | FILED <i>my</i> |
| MAY 10 1972 | |
| FBI - SEATTLE | |

SAC, SEATTLE (164-81)(P)

4/17/72

SA [REDACTED]

b6
b7C

NORJAK
SUSPECT: 377
L. ANDERSON

On April 13, 1972, [REDACTED]
Seattle, Washington, provided the following information:

b6
b7C

He is [REDACTED]
[REDACTED] Seattle. ANDERSON used to live [REDACTED]
named [REDACTED]
[REDACTED] went on to state that ANDERSON moved out of the
apartment on Thanksgiving night and claimed he was going
to live in a hotel in Kirkland, Washington. That night
ANDERSON spoke of captioned incident and seemed to know a
great deal about parachute jumping. [REDACTED] described
ANDERSON as follows:

| | |
|------------------|------------------|
| Race: | White |
| Sex: | Male |
| Height: | 5'10" |
| Weight: | 160 pounds |
| Age: | Approximately 50 |
| Hair: | Brown |
| Characteristics: | Heavy smoker |

LEADS

SEATTLE
At Seattle, Washington

Will locate and interview [REDACTED] concerning
ANDERSON's present whereabouts.

b6
b7C

At Kirkland, Washington

Will contact Manpower Company concerning employment
ANDERSON supposedly obtained in the Kirkland School District

(2)
JTS/slb

164-81-2782 Sub 377

My MB
7

DB COOPER-49962

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81)

DATE: 3/29/72

FROM : SA [REDACTED]

b6
b7C

SUBJECT: NORJAK

Attached is a copy of a letter received by the SEATTLE POST INTELLIGENCER in response to their Secret Witness program setting forth information concerning captioned matter. This letter was furnished by [REDACTED] of the POST INTELLIGENCER.

JSD:k1b
(3)

[Handwritten signature]

Sub. 377
164-81-2598

| | |
|----------------------|-----------------|
| SEARCHED..... | INDEXED..... |
| SERIALIZED <i>ms</i> | FILED <i>ms</i> |
| APR 1972 | |
| FBI-SEATTLE | |

[Handwritten signature]



Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB COOPER-49963

The name I have to offer as the highjack suspect is Al Anderson who quit as manager of the apartment house at 120 Broadway E. on Thanksgiving night.

He worked under Manpower for several months for the Kirkland School District as custodian.

However he did play hookey from work the day of the highjack and completed his custodian duties the day following the highjack, during the four-day holiday.

Some days later he was observed spending money very carelessly at the Broadway and Denny Tavern.

He reportedly gave to hold. He dealt cards in Reno and talked constantly of returning to Reno.

b6
b7C

SAC, SEATTLE (164-81) (P)

12/5/74

SA

b6
b7C

NORJAK
OO: SEATTLE
BUfile 164-2111

RE: ROBERT EDWARD COMSTOCK
SUB 378

A check with the Washington State Department of Motor Vehicles revealed the following information concerning COMSTOCK:

| | |
|----------|---|
| Name: | ROBERT EDWARD COMSTOCK |
| DOB: | 1/28/28 |
| Address: | 12266 Shorewood Drive Southwest, Seattle, Washington 98105 |
| Sex: | Male |
| Eyes: | Blue |
| Weight: | 195 pounds |
| Height: | 6' |

Vehicles registered to COMSTOCK were as follows:

Washington license ORM 867, 1972 registration for a 1961 Olds, registered to ROBERT E. COMSTOCK, 75 South-west Roxbury, Seattle, Washington 98106, vehicle destroyed 2/73, wrecker permit number 2655.

Washington license AYK 081, 1974 registration for a 1964 Ford station wagon, registered to ROBERT E. COMSTOCK, 5255 19th Avenue Northeast, Seattle, Washington 98105.

A copy of COMSTOCK's Washington State Driver's License was obtained and it was noted his physical appearance is quite dissimilar from the artist's composite of UNSUB. COMSTOCK has a pronounced double chin as well as a fairly prominent nose. In view of the fact that COMSTOCK was open as a suspect because he resembled the artist's composite of UNSUB and it is obvious he does not, no further investigation will be conducted concerning COMSTOCK at this time.

ARMED AND DANGEROUS

RNN:cjg
(3)

| | |
|-------------|---------|
| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| DEC 11 1974 | |
| FBI-SEATTLE | |

DB COOPER 49965

Sub 378

☐ Birth ☐ Credit ☒ Criminal ☐ Motor Vehicle ☐ Death ☐ Marriage* ☐ INS ☐ Other

| | | |
|-----------|-----|----------------|
| To | CSZ | Budef |
| Return to | | File number |
| | | 164-81 SUB 378 |

b6
b7C

Name and aliases of subject, applicant, or employee, and spouse

ROBERT COMSTOCK

Addresses

| | |
|-----------|--|
| Residence | |
| Business | |
| Former | |

* Date and place of marriage
(if applicable)

| | | | | | | |
|---------------|---|-----|--------|--------------------|------|------|
| Race | Sex <input type="checkbox"/> Male <input type="checkbox"/> Female | Age | Height | Weight | Hair | Eyes |
| Birth date | Birthplace | | | | | |
| Arrest Number | Fingerprint classification | | | Criminal specialty | | |

Specific information desired

PHOTO (M61910) COPY PLS


Results of check

Last arrest was 11/1/57, there is no photo available. They are only kept for 10 years on misdemeanors.

164-81-Sub 378

| | |
|---------------|---------|
| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| SEP 20 1974 | |
| FBI - SEATTLE | |

☐ Birth ☐ Credit ☒ Criminal ☐ Motor Vehicle ☐ Death ☐ Marriage ☐ INS ☐ Other

| | | |
|--|---|-------------|
| To |  | Index |
| Return to | | File number |
| Name and aliases of subject, applicant, employee, and spouse | | 164-81-378 |

b6
b7C

ROBERT COMSTOCK

Addresses

Residence _____
Business 4864 Beacon Ave.
Former _____

* Date and place of marriage
(if applicable)

| | | | | | | |
|---------------|---|-----|--------|--------------------|-------|------|
| Race | Sex | Age | Height | Weight | Hair | Eyes |
| W | <input checked="" type="checkbox"/> Male <input type="checkbox"/> Female | 45 | 6' | 170 | Brown | Blue |
| Birth date | Birthplace | | | | | |
| 1/28/28 | Se. Wm | | | | | |
| Arrest Number | Fingerprint classification | | | Criminal specialty | | |

Specific information desired

Photo if available, meat cutter

Results of check

SEPD 4/17/72 M 61910 Robert Edward Comstock.
KCBO 4/17/72 NR on microfilm

164-81- Sub. 378

SAC, SEATTLE (164-81) (P)

July 3, 1972

SA

b6
b7c

NORJAK
OO: SEATTLE

RE: ROBERT COMSTOCK
SUSPECT NUMBER 378

Re Seattle memo of SA dated 5/17/72.

Lead set out in referenced communication recommended that suspect COMSTOCK's photograph be displayed to witnesses in captioned incident.

Due to transfer of agent conducting investigation of this suspect, it is recommended that this lead be reassigned.

JTS:jgm
(3)

sub 378
164-81-3580

[Signature]
DB COOPER-49968

SAC, SEATTLE (164-81) (P)

5/17/72

SA

b6
b7c

NORJAK
OO: SEATTLE

RE: ROBERT COMSTOCK
SUB 378

Credit and criminal checks conducted in Seattle, Washington on 4/17/72 indicate a record identifiable as ROBERT EDWARD COMSTOCK. Identifying data secured in criminal check at the Seattle Police Department indicates COMSTOCK is described as follows:

| | |
|----------------|---------------------|
| Race | White |
| Sex | Male |
| Age | 45 |
| Date of birth | 1/28/28 |
| Height | 6' |
| Weight | 170 |
| Hair | Brown |
| Eyes | Blue |
| Place of birth | Seattle, Washington |

71
28
43

Seattle Police Department files indicate a microfilm copy of COMSTOCK's photograph is available. This photograph has been requested.

LEADS:

SEATTLE
At Seattle, Washington

Upon receipt of photograph of suspect COMSTOCK, display photograph to Seattle witnesses to determine if further consideration should be given to COMSTOCK as a suspect in NORJAK hijacking.

164-81-3426
SEARCHED
SERIALIZED
INDEXED
FILED
MAY 18 1972
FBI - SEATTLE
mg mg

DSJ:md
(3)

ADDENDUM: Due to Agent's transfer to another field division, it is recommended this lead be reassigned to another Seattle Agent.

DB COOPER-49969

C2.WMDRIVER.WAFBISE00.NAM/COMSTRE012828

.2.WM.0933.

WAFBISE00.NAM/COMSTRE012828

COMSTRE721B8

EXP73 COMSTOCK,ROBERT EDWARD 01-28-28 M BLU 6-00 195

D00 R00 FTA00

5255 19TH AVE NE SEATTLE WA 98105

71
28
43

1104-81-125-573

| | |
|-----------------|--------------|
| SEARCHED..... | INDEXED..... |
| SERIALIZED..... | FILED..... |
| MAY 13 1972 | |
| FBI - SEATTLE | |

DB COOPER 49970

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81)

DATE: 3/29/72

FROM : SA [REDACTED]

b6
b7C

SUBJECT: NORJAK

Attached is a copy of a letter received by the SEATTLE POST INTELLIGENCER in response to their Secret Witness program setting forth information concerning captioned matter. This letter was furnished by [REDACTED] of the POST INTELLIGENCER.

JSD:klb
(3)

klb

Sub. 378
164-81-2599

| | |
|---------------------|----------------|
| SEARCHED | INDEXED |
| SERIALIZED <i>M</i> | FILED <i>M</i> |
| APR 9 1972 | |
| FBI-SEATTLE | |

1972



Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB COOPER-49971

SUBJECT: SKYJACKING NOVEMBER 24, 1971

In 1963 to 1965 there was a meatcutter working in a food store at 4864 Beacon Ave., Beacon Super Foods. His face looks just like the cartoon advertised in the paper. He was heavier then but otherwise fits the description. His name is Robert Comstock and he talked of being a paratrooper during the war. His wife was either the head of or an important employee of a travel agency booking flights all over the country.

This man was a heavy drinker and had a reputation of stealing from his employer.

The striking resemblance between him and the picture is amazing if it is not him.

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: 9/12/72

FROM : SA [REDACTED]

b6
b7C
b7D

SUBJECT: NORJAK
OO: SEATTLE

RE: DEMONSTRATION OF PHOTOGRAPHS
TO WITNESSES

On 9/5/72, witness [REDACTED]
[REDACTED] telephone [REDACTED]
was exhibited photographs of the following individuals:

| <u>NAME</u> | <u>SUB FILE NO.</u> |
|---------------------------|---------------------|
| WILLIAM C. BEVAN | 458 |
| ALVIN BENTON CELCER | 446 |
| BILLY RAY COONRAD | 456 |
| [REDACTED] | |
| RICHARD DRUMMOND DUKET | 408 |
| DOUGLAS ARCHIBALD WILLOWS | 402 |
| STEWART O. KIME | 416 |
| RAYMOND D. BERRYHILL | 390 |
| LONNY JAMES MC CLELLAN | 435 |
| DOYLE WAYNE HARVELL | [REDACTED] |
| JOHN STEVENS WHATLEY | 415 |
| [REDACTED] | |
| LAWRENCE MILLARD CREWS | 356 |

b6
b7C

E. L. Linn

164-81-3872

| | |
|-------------|------------|
| SEARCHED | SERIALIZED |
| SEP 12 1972 | |
| [REDACTED] | |

RNN:md
(47)1



5010-108

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB COOPER 499/3

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: 9/12/72

FROM :

SA [REDACTED]

SUBJECT: NORJAK
OO: SEATTLE

b6
b7c

RE: DEMONSTRATION OF PHOTOGRAPHS TO WITNESSES

On 9/1/72, witness [REDACTED]

[REDACTED] Seattle, Washington, telephone
[REDACTED] was exhibited photographs of the following
individuals:

| <u>NAME</u> | <u>SUB FILE NO.</u> |
|------------------------------|---------------------|
| 1. WILLIAM C. BEVAN | 458 |
| 2. ALVIN BENTON CELCER | 446 |
| 3. BILLY RAY COONRAD | 456 |
| [REDACTED] | |
| 6. RICHARD DRUMMOND DUKET | 408 |
| 7. DOUGLAS ARCHIBALD WILLOWS | 402 |
| 8. STEWART O. KIME | 416 |
| 9. RAYMOND D. BERRYHILL | 390 |
| 10. LONNY JAMES MC CLELLAN | 435 |
| 11. DOYLE WAYNE HARVELL | [REDACTED] |
| 12. JOHN STEVENS WHATLEY | 415 |

b6
b7c

14. LAWRENCE MILLARD CREWS

356

RNN:md
(27)

164-81-3894

| | |
|-----------------|--------------|
| SEARCHED..... | INDEXED..... |
| SERIALIZED..... | FILED..... |
| SEP 12 1972 | |
| FBI-SEATTLE | |



5010-108

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB COOPER-49976

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: 9/12/72

FROM : SA

b6
b7C

SUBJECT: NORJAK
OO: SEATTLE

RE: DEMONSTRATION OF PHOTOGRAPHS
TO WITNESSES

On 9/1/72, witness CORD HARMS ZUM SPRECKEL, Color Control, Inc., 624 Yale Avenue N., telephone number 623-2984, was exhibited photographs of the following individuals:

| <u>NAME</u> | <u>SUB FILE NO.</u> |
|--|---|
| 1. WILLIAM C. BEVAN | 458 |
| 2. ALVIN BENTON CELCER | 446 |
| 3. BILLY RAY COONRAD | 456 |
| <div style="border: 1px solid black; height: 40px; width: 480px; margin: 10px 0;"></div> | |
| 6. RICHARD DRUMMOND DUKET | 408 |
| 7. DOUGLAS ARCHIBALD WILLOWS | 402 |
| 8. STEWART O. KIME | 416 |
| 9. RAYMOND D. BERRYHILL | 390 |
| 10. LONNY JAMES MC CLELLAN | 435 |
| 11. DOYLE WAYNE HARVELL | <div style="border: 1px solid black; width: 60px; height: 1.2em; display: inline-block;"></div> |
| 12. JOHN STEVENS WHATLEY | 415 |
| <div style="border: 1px solid black; height: 20px; width: 490px; margin: 10px 0;"></div> | |
| 14. LAWRENCE MILLARD CREWS | 356 |

b6
b7C



RNN:md
(27)

164-81-
SEARCHED.....
SERIALIZED.....

SEP 12 1972

FBI-SEATTLE

SAC, SEATTLE (164-81)

April 21, 1972

SA JON G. KNEHANS

NORJACK [REDACTED]

268

Enclosed one copy of photograph of [REDACTED]
[REDACTED] taken 10/11/70 and obtained from the Snohomish
County Sheriff's Office.

On 4/21/72, [REDACTED]
Washington, advised he knows [REDACTED] He
further advised that he had been arrested in January,
1972 for drunken driving and [REDACTED] was with him at
the time of arrest. [REDACTED] said that in January, [REDACTED]
[REDACTED] was wearing a full beard about 2 inches in length.
According to [REDACTED] had grown the beard more
than a year ago, and had worn it continuously through-
out the fall and winter of 1971.

In view of the circumstances regarding [REDACTED]
appearance, it is unlikely that he is responsible for
captioned matter.

2 - Seattle
JGK/jgk
(2)

164-81-5575

| | |
|---------------|---------|
| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 22 1972 | |
| FBI - SEATTLE | |

DB COOPER 49980

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81)

DATE: 3/29/72

FROM : SA [REDACTED]

b6
b7C

SUBJECT: NORJAK

Attached is a copy of a letter received by the SEATTLE POST INTELLIGENCER in response to their Secret Witness program setting forth information concerning captioned matter. This letter was furnished by [REDACTED] of the POST INTELLIGENCER.

JSD:klb
(3)

klb

164-81-2600

| | |
|-------------|---------|
| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 9 1972 | |
| FBI-SEATTLE | |

[Signature]

b6
b7C



Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB COOPER-49981

SAC SEATTLE (164-81)

3/31/72

SA

b6
b7c

NORJAK

Re: JOHN FREDERICK LITTLEFIELD

On 3/31/72, Mr. CORD SPRECKLE, Rt. #2, Box 738, Vashon Island, Wash. was shown a photograph of JOHN FREDERICK LITTLEFIELD. SPRECKLE stated that the photo of LITTLEFIELD did not appear to be identical with the UNSUB, however he would like to see a clearer photo, especially a profile, before making a definite statement.

JTS:jts
(2)

Eliminate

Sub. 380

164-81-2607

| | |
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| SEARCHED | INDEXED |
| SERIALIZED <i>m</i> | FILED <i>m</i> |
| MAR 31 1972 | |
| FBI - SEATTLE | |

[Signature]

DB COOPER-49983

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81)

DATE: 3/29/72

FROM : SA ROBERT H. WICK

SUBJECT: NORJAK

RE: JOHN FREDERICK LITTLEFIELD

On March 28, 1972, Drivers License photo of suspect
LITTLEFIELD was displayed to witness [redacted]
[redacted] Washington, who said that LITTLEFIELD definitely
is not identical with the subject of this case.

b6
b7C

RHW:
(1)



5010-108

DB COOPER 49984

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

164-81-*Sub. 380*
2606

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| SEARCHED | INDEXED |
| SERIALIZED <i>m</i> | FILED <i>m</i> |
| MAR 30 1972 | |
| FBI - SEATTLE | |

[Signature]

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: 3/29/72

FROM : SA LOUIS M. HARRIS, JR.

SUBJECT: UNKNOWN SUBJECT;
NORTHWEST AIRLINES
FLIGHT #305,
PORTLAND TO SEATTLE,
11/24/71
CAA - HIJACKING; EXTORTION
OO: SEATTLE
BUfile 164-2111

On 3/28/72 [redacted]
[redacted] Seattle, Washington, was shown
a group of photographs which contained a photo of
John Frederick Littlefield. [redacted] advised
that this individual is not identical with his
recollection of the hijacker in this case.

b6
b7C

LMH
(2)

2-164-81

1-164-81 Sub _ (LITTLEFIELD)



5010-108

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

Sub. 380
164-81-2605

DB COOPER-49985

SAC, SEATTLE (164-81)

3/28/72

ASAC PAUL R. BIBLER

NORJAK

Re suspect JOHN FREDERICK LITTLEFIELD.

SA GRIMES called from Oklahoma City at 2:45 PM on 3/28/72, and said they had found a record of this man's pilot's license in the Airman Section of FAA records. His license number is 1106159. He was issued a duplicate license on 3/12/70, giving his address as Route 1, Box 735A, La Center, Washington. His medical record dated 1/10/72, gave the same address.

This is the last record they have of him. I furnished this information to SA CHARLES E. FARRELL by telephone.

PRB:eon
(3)

Sub. 380
164-81-2604

| | |
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| SEARCHED | INDEXED |
| SERIALIZED <i>m</i> | FILED <i>m</i> |
| MAR 28 1972 | |
| FBI - SEATTLE | |

[Signature]

DB COOPER-49986

SAC, SEATTLE (164-81)

3/28/72

ASAC PAUL R. BIBLER

NORJAK

RE: JOHN FREDERICK LITTLEFIELD

At 4:00 PM I called SA WICK and instructed him to get a photograph of LITTLEFIELD as soon as possible, and if he could obtain one to call me right back since I wanted him to bring it to Seattle and show it to a witness at Sumner, Washington, on the way.

PRB:eon
(3)

Sub. 380
164-81-2603

| | |
|----------------------|-----------------|
| SEARCHED | INDEXED |
| SERIALIZED <i>my</i> | FILED <i>my</i> |
| MAR 28 1972 | |
| FBI - SEATTLE | |

gib

NR006 OC PLAIN

635 PM 3-28-72 DBW NITEL

TO SEATTLE 164-81

FROM OKLAHOMA CITY 164-56 RUC 1P

NORJAC

RE SEATTLE TEL CALL INSTANT DATE.

RE JOHN FREDERICK LITTLEFIELD. [REDACTED]

b6
b7C

[REDACTED] FAA

AERONAUTICAL CENTER, OKLAHOMA CITY, ADVISED TODAY THAT
PRIVATE PILOTS LICENSE NO. ONE ONE ZERO SIX ONE FIVE NINE
FOR A SINGLE ENGINE LAND CRAFT WAS ISSUED JUNE TWENTYSEVEN
FIFTYSEVEN TO JOHN FREDERICK LITTLEFIELD, BORN NOV. SEVEN-
TEEN TWENTYSIX, ADDRESS BOARDMAN RD., EAST HADDAM, CONN.
A DUPLICATE WAS ISSUED TO LITTLEFIELD ON MARCH TWELVE
SEVENTY, AT WHICH TIME HIS ADDRESS WAS ROUTE ONE, BOX
THREE THREE FIVE A, LA CENTER, WASHINGTON. ON JAN. TEN
LAST, LITTLEFIELD HAD A MEDICAL EXAM SHOWING SAME ADDRESS.
NOTHING UNFAVORABLE IN FILE.

TITLE SHOULD READ NORJAK

END

JJT

FBI SEATTLE

CLR

Sub. 380
164-81-2602

| | |
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| SEARCHED..... | INDEXED..... |
| SERIALIZED <i>mm</i> | FILED <i>mm</i> |
| MAR 28 1972 | |
| FBI - SEATTLE | |

[Signature]

DB COOPER-49988

3/28/72

TELETYPE

URGENT

TO: SAC, OKLAHOMA CITY
FROM: SAC, SEATTLE (164-81) (P)

NORJAK.

RE SEATTLE TELCALL THIS DATE.

DURING TERRAIN SEARCH OF SUSPECTED DROP AREA OF THE HIJACKER IN THIS CASE, A PILOT LICENSE WAS FOUND TODAY. THIS LICENSE WAS ISSUED TO JOHN FREDERICK LITTLEFIELD, BOARDMAN ROAD, E. HADDAM, CONNECTICUT. LICENSE WAS FOR SINGLE ENGINE LAND PLANE, ISSUED JUNE TWENTYSEVEN, NINETEEN FIFTYSEVEN. THE NUMBER WAS ONE ONE PAREN THIRD NUMBER ILLEGIBLE END PAREN SIX ONE FIVE NINE.

PERSON DESCRIBED AS BORN NOV. SEVENTEEN NINETEEN TWENTYSIX, SEVENTY AND ONE HALF INCHES, ONE HUNDRED SIXTY LBS., BROWN HAIR, GREEN EYES."

OC DETERMINE ANY SUBSEQUENT ADDRESS FOR HOLDER OF THIS LICENSE THROUGH FAA RECORDS. IF SUBSEQUENT ADDRESS LOCATED, ADVISE SEATTLE AND APPROPRIATE OFFICE COVERING NEW RESIDENCE, INSTRUCTING THAT OFFICE TO DETERMINE CURRENT WHEREABOUTS OF LICENSE HOLDER, OCCUPATION, AND OTHER CURRENT DATA, PARTICULARLY WHERE HE WAS ON NOV. TWENTYFOUR, NINETEEN SEVENTYONE. LEADS SHOULD BE SET OUT BY TELEPHONE, CONFIRMED BY TELETYPE. IF NO MORE CURRENT ADDRESS FOUND, ADVISE SEATTLE BY TELEPHONE TODAY SO THAT LEAD CAN BE SET OUT FOR NEW HAVEN.

PRB:eon
(3)

DB COOPER 49989

Sub. 380
164-81-2601

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: 9/12/72

FROM : SA [REDACTED]

b6
b7C
b7D

SUBJECT: NORJAK
OO: SEATTLE

RE: DEMONSTRATION OF PHOTOGRAPHS
TO WITNESSES

On 9/5/72, witness [REDACTED]
[REDACTED], telephone [REDACTED]
was exhibited photographs of the following individuals:

| <u>NAME</u> | <u>SUB FILE NO.</u> |
|---------------------------|---------------------|
| WILLIAM C. BEVAN | 458 |
| ALVIN BENTON CELCER | 446 |
| BILLY RAY COONRAD | 456 |
| [REDACTED] | |
| RICHARD DRUMMOND DUKET | 408 |
| DOUGLAS ARCHIBALD WILLOWS | 402 |
| STEWART O. KIME | 416 |
| RAYMOND D. BERRYHILL | 390 |
| LONNY JAMES MC CLELLAN | 435 |
| DOYLE WAYNE HARVELL | [REDACTED] |
| JOHN STEVENS WHATLEY | 415 |
| [REDACTED] | |
| LAWRENCE MILLARD CREWS | 356 |

b6
b7C

E. D. [unclear]

RNN:md
(47)



5010-108

Sub-381
164-81-3892

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| SEARCHED | SERIALIZED |
| SEP 12 1972 | |

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB COOPER-49990

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81)

FROM : SA CHARLES E. FARRELL

SUBJECT: NORJAK

DATE: 5/17/72

SUR 5-1

On 5/11/72, [redacted]

[redacted] viewed the following listed photographs and advised that, in his opinion, none resembled the hijacker.

b6
b7C

Artist sketch of the UNSUB, aka George Ames, hijacker of EAL plane, 5/5/72, who bailed out over Honduras (SE 164-101);

[redacted]

GEORGE E. CATHEY, Sub file 381;

BILLIE LEE MC GILL, Sub file 392.

CEF:klb

Sub 381

Sub 381
164-81-2829

| | |
|---------------------|----------------|
| SEARCHED | INDEXED |
| SERIALIZED <i>u</i> | FILED <i>u</i> |
| MAY 13/2 | |
| FBI-SEATTLE | |

[Signature]



5010-106

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB COOPER-49993

SAC, SEATTLE (164-81)

4/28/72

SA ROBERT H. WICK

NORJAK

SUB 381
GEORGE EDWARD CATHEY

On April 28, 1972, [REDACTED]
Olympia, Washington, made available two photos of GEORGE EDWARD
CATHEY, DOB: 10/17/36, Route 1, Box 468, Woodlawn, Washington.

b6
b7C

This photo was taken October 9, 1970. CATHEY's description
also shows him to have brown eyes, 180 pounds, 6'1". He has no
record of traffic citations.

(2)

114 (253)

Sub. 381
164-81-29925

| | |
|---------------|---------|
| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 29 1972 | |
| FBI - SEATTLE | |

[Signature]

DB COOPER-49994

SAC, SEATTLE (164-81)

4/25/72

SA [REDACTED]

b6
b7C

NORJAK

SUB 381
FNU CATHEY

Re Portland airtel to Seattle dated 3/24/72.

On 4/17/72, [REDACTED] Woodland, Washington, City Hall, advised that there is a teacher at the local Junior High School by the name of GEORGE CATHEY. She was exhibited the composite drawing of UNSUB after which she stated that CATHEY resembles the composite drawing. She further advised that CATHEY is described as:

| | |
|--------|------------------|
| Race | White |
| Sex | Male |
| Height | 6'2" |
| Weight | 180 pounds |
| Hair | Dark brown |
| Age | Approximately 38 |

She believes that he is a jet pilot in the Air Force Reserves. She added that CATHEY lives in rural LaCenter, Washington.

On 4/18/72, [REDACTED] Woodland, Washington, provided the following descriptive data from records and his observation of GEORGE CATHEY.

b6
b7C

| | |
|-------------|----------------------|
| Name | GEORGE EDWARD CATHEY |
| Race | White |
| Sex | Male |
| Nationality | American |
| DOB | 10/17/36 |

3 - Seattle
NDS/rse
(3)

Sub. 381
164-81-2890

| | |
|------------|---------|
| SEARCHED | INDEXED |
| SERIALIZED | FILED |

APR 26 1972
FBI-SEATTLE

DB COOPER 49995

SE 164-81

| | |
|--|---|
| Height | 6'1" |
| Weight | 190 lbs. |
| Hair | Black, cut in crewcut style (Note: [] advised that CATHEY always wears his hair in a crewcut style) |
| SSAN | 533 38 0822 |
| Standard Secondary Teaching Credential # | 136619D |
| Address | Route 1, Box 468 Woodland, Washington LaCenter, Washington 263-2568 |
| Phone | [] |
| Marital Status | [] |
| Complexion | Dark |
| Smoking Habits | Is known to smoke cigars. |
| Military Service | U.S. Air Force, 1959 through 1961. |

[] was exhibited a composite drawing of the UNSUB in this matter after which he advised that CATHEY resembles the composite drawing.

[] added that CATHEY is currently a Captain in the Air Sea Rescue Air Force Reserves.

Further review of CATHEY's personnel file revealed a letter recommending him for his teaching position written by a Military associate of CATHEY's which advised that CATHEY was a radarman.

LEADS

SEATTLE At Olympia, Washington

Will procure a driver's license photograph of GEORGE EDWARD CATHEY, DOB 10/17/36 and forward same to Seattle for display to witnesses.

At Seattle, Washington

Will conduct appropriate investigation regarding photograph of CATHEY.

3/24/72

AIRTEL

AIRMAIL

TO: SAC, SEATTLE (164-81)

FROM: SAC, PORTLAND (164-41)(P)

SUBJECT: NORJAK

On 3/24/72, [redacted]
[redacted] Portland, Oregon, telephone [redacted] who
requested identity be protected, advised that on 3/22/72,
he overheard [redacted]

[redacted] Portland, and unidentified
party. [redacted] told party he knows identity of instant
skyjacker to be a schoolteacher at Woodland, Washington,
last name CATHY. According to [redacted], CATHY fits
description and has aeronautical knowledge. [redacted]
was asked why he did not report this information to
authorities and responded that he had no intention of
doing so.

For information and any necessary action.

2-Seattle
2-Portland

RPH:jmp
(4)

Sub. 381
164-81-2608

| | |
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| SEARCHED | INDEXED |
| SERIALIZED <i>mm</i> | FILED <i>mm</i> |
| MAR 29 1972 | |
| FBI - SEATTLE | |

[Signature]

DB COOPER 49997

b6
b7C
b7D

UNITED STATES GOVERNMENT

Memorandum

TO : SAC

DATE: 4/11/72

FROM : SA [REDACTED]

Sub 382

SUBJECT: NORJACK

Re my memo, 3/30/72, regarding call from unidentified man claiming to know where hijack ransom money is hidden. It will be recalled the individual also called city editor of the Spokane Chronicle and gave same story.

It appears the call was from a prankster or someone seeking to confuse the issue. On 3/31/72, Spokane Chronicle [REDACTED] advised the writer that the individual came in person to the [REDACTED] office that morning and gave substantially the same story and said he wanted 20% of the loot. He declined to identify himself but [REDACTED] said he looked and acted like an ex-con, [REDACTED] guessed him to be about 30; fairly clean and polite but somewhat arrogant. Said he insisted on dealing with newspaper so he could enforce any promise not to be prosecuted.

Individual told [REDACTED] and city editor COE that there are five other people who know where the money is. Amount involved is \$491,000. He said there were three persons who stole a station wagon and the money was in it. They don't know where it came from. They found a paper folder that had held an airplane ticket so they figured it might have come from a highjacking. The individual stated that three guys stole the vehicle that had the money in it. They are "heavy" thieves and have relatives here. He figures if they are picked up, they will think the relatives fingered them and not the man talking.

After leaving the Chronicle office, the man called by phone and said he would send in 12 of the bills to be checked; that he had \$2500 of the money himself. He promised to send the money in right away. [REDACTED] COE felt that if they got anything in the mail it would be an April Fool letter. Neither of them, nor the Spokane R/A, have heard from the individual since.

JDJ
(1)

66 minutes

B

Sub 382
164-81-2244

| | |
|---------------|---------|
| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 13 1972 | |
| FBI - SEATTLE | |



Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB COOPER-49998

UNITED STATES GOVERNMENT

Memorandum

TO : SAC (164-81)(P)

DATE: 3/30/72

FROM : SA [REDACTED]

b6
b7C

SUBJECT: NORJAK
OO: SEATTLE

This confirms our telephone conversation this date.

At approximately 12:05 p.m. this date the writer received a telephone call in the Spokane RA from a young man who refused to reveal his identity but who advised as follows:

He first wanted to know if there is a reward for the hijack money. He said he can take us to it and even to the room next to where it is maintained. He said he is concerned about prosecution himself as an accessory or having knowledge. He has a bad record. He was in jail when the hijacking took place. He said about 95% of the money is available but he could not tell me how much money in dollars is involved which might indicate he does not know how much was paid in ransom. He wants guarantee of non-prosecution and no publicity. He said the money is not in Spokane and not in this State. He said he is interested in "hard cash" and wants to know how much he can get.

The caller sounded coherent and clear and intelligent. He was advised that no figure of reward could be told to him now but that if he assisted in this matter he would be reasonably and profitably compensated.

Later this afternoon, the writer was informed by [REDACTED] the "Spokane Daily Chronicle" that at approximately 12:30 p.m. GORDON COE, City Editor of the "Chronicle" received a phone call from a young man who apparently is the same person that called the writer.

b6
b7C

This person told COE that he knows where the money from the hijacking (he specifically mentioned Portland to Seattle plane) is; that he is not from Spokane; that he is willing to give the paper the story on how it developed;

JDJ/djs
(2)

164-81-2609 Sub 382

| | |
|----------------------|-----------------|
| SEARCHED..... | INDEXED..... |
| SERIALIZED <i>my</i> | FILED <i>my</i> |
| MAR 30 1972 | |
| FBI-SEATTLE | |

DB COOPER-49999

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan



SE 164-81

and that he had talked to the writer about it, mentioning the writer's name to Mr. COE. He said he would tell the FBI all about it only if accompanied by a newsman. He did not make arrangements for contacting COE further.

I revealed to [] that a call had been received by someone inquiring about a reward and making claim as to knowledge of the money's whereabouts. [] said nothing would be published on it at that time.

b6
b7c

The caller promised to contact the writer by phone between 8:00 and 9:00 a.m. tomorrow, 3/31/72. You will be kept advised.

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81)

DATE: 4/14/72

FROM : SA LOUIS M. HARRIS, JR.

SUBJECT: UNKNOWN SUBJECT;
NORTHWEST AIRLINES
FLIGHT 305
PORTLAND TO SEATTLE,
11/24/71
CAA - HIJACKING; EXTORTION
OO: SEATTLE
BUfile 164-2111

On April 11, 1972, [redacted] observed a photograph of each individual listed below. This witness could not identify any of these suspects as being identical with instant hijacker based solely on the provided photo.

b6
b7C

2 - 164-81
1 - 164-81

320 [redacted] (JOE STAGGS)

18 [redacted] (JOHN A. SCHMIDLIN)

349 [redacted] (ROBERT HARRY BOLES)

277 [redacted] (ANTHONY LAMBERT COLE)

LMH:cmf
(19)

Eliminate

164-81-3035

| | |
|-------------|---------|
| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| MAY 4 1972 | |
| FBI-SEATTLE | |

b6
b7C



UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: 5/4/72

FROM : SA [REDACTED]

b6
b7C

SUBJECT: NORJAK
OO: SEATTLE

On April 11, 1972, Witness [REDACTED] observed a photograph of each of the individuals listed below. [REDACTED] advised that none of the photographs displayed to him were identical to the hijacker based on the photograph provided:

2-164-81
1-164-81

[REDACTED]

b6
b7C

320 [REDACTED] (JOE STAGGS)

[REDACTED]

18 [REDACTED] (JOHN A. SCHMIDLIN)

[REDACTED]

345 [REDACTED] (ROBERT HARRY BOLES)

[REDACTED]

277 [REDACTED] (ANTHONY LAMBERT COLE)

[REDACTED]

WJS:md
(19) [REDACTED]

b6
b7C

164-81-3038

| | |
|---------------|---------|
| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| MAY 4 1972 | |
| FBI - SEATTLE | |



5010-108

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB COOPER-50002

3/29/72

AIRTEL

AIR MAIL

TO: SAC, SEATTLE (164-81)
FROM: SAC, SALT LAKE CITY (164-24)(P)
RE: NORJAK
RE: [REDACTED]

233

Enclosed for Seattle is one photograph of [REDACTED] utilized in 1967, at which time he was a fugitive. It is noted [REDACTED] is a former Special Agent of the FBI.

b6
b7C

On 3/21/72, [REDACTED] Ogden, Utah, advised he has a close friend, [REDACTED] Ogden, who observed the artist's conception of Unknown Subject, aka D. B. Cooper, which appeared in "Salt Lake Tribune," Salt Lake City, Utah. [REDACTED] advised the artist's conception of COOPER, according to [REDACTED] looked like an individual known to them as [REDACTED] a former Special Agent of the FBI.

Investigation conducted at Ogden, Utah, failed to develop any additional information which would aid in eliminating [REDACTED] as Unknown Subject.

b6
b7C

Salt Lake City file 88-4864 contained the enclosed photograph and description of [REDACTED]

ARMED AND DANGEROUS.

2 - Seattle (Enc. 1)
2 - Salt Lake City

RWH:mhe
(4)

b6
b7C

164-81-2678

| | |
|---------------|---------|
| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 1 1972 | |
| FBI - SEATTLE | |

DB COOPER-50003

SAC, SEATTLE (164-81)

6/22/72

SA BYRON M. EDEN

NORJAK

Re Portland airtel to Seattle, dated 6/6/72, and sub. 384.

On June 16, 1972, [redacted] was contacted at his office [redacted] Tacoma, Washington. At that time, [redacted] advised that employment records are not maintained at the Tacoma job site, with the [redacted] being Portland, Oregon. [redacted] further advised that the company does not maintain hourly time card records, as it is possible for an employee to take time off with a supervisor's knowledge, and no record would reflect this.

b6
b7C

[redacted] further advised that [redacted] is a personal friend of his, and is living with him while in Tacoma, and he does not believe [redacted] could be the "D.B. COOPER" Hijacker. [redacted] further advised that as a result of FBI investigation in Oregon, gossip had travelled to Tacoma, that [redacted] was being investigated by the FBI under suspicion for an unknown crime.

On June 16, 1972, [redacted] was contacted at his job site, [redacted] was advised of the identity of the interviewing agent and the purpose of the interview. [redacted] advised that at the time of the NORJAK hijacking he was working at the [redacted] in Portland, Oregon. [redacted] advised he was at work on the day before Thanksgiving. [redacted] stated that after leaving the [redacted] site at Prescott, Oregon, he was assigned to the [redacted] in Portland, Oregon before being assigned to Tacoma, Washington. Project [redacted] in Prescott was [redacted] worked in Portland for approximately 12 weeks.

b6
b7C

BME/rlg
(3)

164-81-3625

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|-------------|---------|
| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| FBI-SEATTLE | |

DB COOPER-50005

6/6/72

AIRTEL

AIRMAIL

TO: SAC, SEATTLE (164-81)
FROM: SAC, PORTLAND (164-41) (P)
SUBJECT: NORJAK

Re Seattle airtel to Portland, 5/26/72.

On 6/6/72, [redacted] located at [redacted] Prescott, Oregon, advised [redacted] is an employee of [redacted] worked for approximately seven months at the site of [redacted] Prescott, Oregon, however, [redacted] has since been transferred to [redacted] project located at [redacted] Tacoma, Washington, [redacted] is unable to verify dates of [redacted] employment because all of his employment records have been transferred to [redacted] work site. [redacted] was, therefore, unable to establish if [redacted] was employed at [redacted] site at the time of the NORJAK incident.

LEAD

SEATTLE

AT TACOMA, WASHINGTON. Will contact [redacted] [redacted] work site, and determine if GARZA was working at the time of the NORJAK incident in an attempt to eliminate him as a suspect in this matter.

(2 - Seattle
2 - Portland

CLH:sag
(4)

164-81-3482

| | |
|---------------|---------|
| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| JUN 08 1972 | |
| FBI - SEATTLE | |

DB COOPER-50007

5/26/72

AIRTEL

AIRMAIL

TO: SAC, PORTLAND (164-41)

FROM: SAC, SEATTLE (164-81)(P)

SUBJECT: NORJAK

Re Portland airtel dated 3/30/72.

Attempts to eliminate [redacted] in the vicinity of his residence, [redacted] Washington, on April 4, 1972, April 12, and April 21, 1972, met with negative results.

b6
b7C

On May 4, 1972, [redacted] Longview Police Department, advised that [redacted] was presently working at [redacted] St. Helens, Oregon, and had been for the last six to eight months with [redacted] and that [redacted] had been employed under the [redacted]

On May 16, 1972, [redacted] [redacted] advised that [redacted] in the composite drawing of the subject in this case, was not the same man, [redacted] who is better acquainted with [redacted] stated that [redacted] has a rounder face and a wider nose and that [redacted] hairline comes further down on his forehead and recedes more on the sides of his head than the man in the composite drawing.

b6
b7C

2 - Portland
2 - Seattle
RWC:bfr
(4)

DB COOPER-50008

b6
b7C

164-81-3452

3/30/72

AIRTEL

AIR MAIL

TO: SAC, SEATTLE (164-81)
FROM: SAC, PORTLAND (164-41) (P)
SUBJECT: **NOBJAK**

[redacted] telephone [redacted]
[redacted] Oregon, advised she had seen a sketch of
the subject of this case and thought him to look very
similar to [redacted]
[redacted] Washington. [redacted] is employed as [redacted]
[redacted] for the [redacted] in
that area. He fits the general description of the Unsub
and looks to be Spanish or Indian. During the summer of
[redacted] began taking flight lessons in the Woodland,
Washington, area. [redacted] once mentioned that [redacted]
[redacted]

b6
b7C
b7D

LEADS

SEATTLE

AT [redacted] WASHINGTON. Conduct appropriate
investigation to eliminate [redacted] as Unsub. [redacted]
requested that her identity in the source of the above informa-
tion not be divulged to [redacted]

b6
b7C
b7D

② - Seattle
2 - Portland

DWM:cas
(4)

164-81-2620

| | |
|-----------------|--------------|
| SEARCHED..... | INDEXED..... |
| SERIALIZED..... | FILED..... |
| APR 3 1972 | |
| FBI - SEATTLE | |

[Signature]

b6
b7C

DB COOPER 50010

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81)

DATE: 4/8/72

FROM : SPC [REDACTED]

SUBJECT: NORJAK

At 6:15 PM, 4/8/72, SA JOHN SULLIVAN, Las Vegas FBI, advised by telephone that a Deputy Sheriff near Reno, Nevada, had found a parachute on the outskirts of Reno and had advised the SRA there of his find. The parachute is described as follows:

White in color, manufactured by Irving Airchute Co., Inc., serial [REDACTED], canopy assembly [REDACTED], order [REDACTED] *NO*

On request of SA CHARLES FARRELL, SA SULLIVAN was directed to Seattle report of SA FARRELL dated 2/16/72, page 312, of which Las Vegas had a copy. SA FARRELL stated that these parachutes described in the report were of the same type as those two that are still missing, manufactured by Pioneer Parachute Company.

After reviewing report, SA SULLIVAN advised that although the parachute# did not seem to be similar to the ones described therein, he would send a nitel next week with more details on their parachute, since the parachute was still in the hands of the Deputy Sheriff.

SAC advised.

ELIMINATE

DCA/dca
(2)

Sub. 385
164-81-2637

| | |
|-----------------|--------------|
| SEARCHED..... | INDEXED..... |
| SERIALIZED..... | FILED..... |
| APR 8 1972 | |
| FBI - SEATTLE | |

[Signature]



FBI

TRANSMIT VIA:

☐ Teletype
☐ Facsimile
☒ AIRTEL

PRECEDENCE:

☐ Immediate
☐ Priority
☐ Routine

CLASSIFICATION:

☐ TOP SECRET
☐ SECRET
☐ CONFIDENTIAL
☐ UNCLAS E F T O
☐ UNCLAS

Date 8/26/92

TO : SAC, SEATTLE (164A-SE-81)
 FROM : SAC, SALT LAKE CITY (164A-SE-81) (RUC)
 SUBJECT : NORJAK;
 OO:SE

ARMED AND DANGEROUS

Sub 386

13

Reference Seattle airtel to Salt Lake City dated
 6/10/92.

This airtel summarizes information contained in 164A-SE-81, (formerly 164A-36) entitled "RICHARD FLOYD MCCOY, JR., aka; CAA-AIR PIRACY; EFP; OO:SU, which relates to RICHARD FLOYD MCCOY, JR. and which does not appear to be attached to a communication indicating that the information was forwarded to Seattle Division. The following is a summary of such information:

1. Serial 18 - Interview of ROBERT VAN IEPEREN. VAN IEPEREN stated that MCCOY was a skydiver, a Vietnam Veteran, and a helicopter pilot. MCCOY told VAN IEPEREN how it would be possible to hijack an airplane and that if he were going to do it, he would ask for \$500,000. MCCOY's sister told VAN IEPEREN that MCCOY tried to get her to help him with the hijacking. [redacted] expressed concern to VAN IEPEREN on 4/7/92 that MCCOY might be involved in a hijacking. MCCOY told VAN IEPEREN that if the plane he hijacked was followed by chase planes, he would tell them that he planted a bomb on a second plane in order to get them to withdraw. MCCOY told VAN IEPEREN that if he was successful in obtaining \$500,000, he would leave the country.

ARMED AND DANGEROUS

(2) - Seattle
 2 - SU
 MSR:ttc
 (4) *ttc*

Sub 386

164A-SE-81-9185

SEARCHED INDEXED

SERIALIZED FILED

AUG 31 1992

Approved: _____ Transmitted _____

(Number) (Time)

DB COOPER-50012

Memorandum



To : SAC, SEATTLE (164A-SE-81) (P)

Date 6/10/92

From : SA [REDACTED]

b6
b7C

Subject: NORJAK
OO: SEATTLE

ARMED AND DANGEROUS

Re subject 386 RICHARD FLOYD MC COY, JR.

The following information is a summary of investigation conducted by SA [REDACTED] that indicates that RICHARD FLOYD MC COY, JR., is not identical with Unknown Subject (UNSUB):

b6
b7C

Physical differences:

MC COY

28 years old
Ears stick out
Blue eyes
Did not smoke (?)

COOPER

45 years old
Ears do not stick out
Brown eyes
Did smoke

In April 1972, all three stewardesses of the hijacked NORTHWEST ORIENT airplane after viewing MC COY's photograph stated that they were quite certain that MC COY was not identical to COOPER.

When MC COY's home was searched after his arrest by the FBI for the UNITED AIRLINES hijacking, \$499,970.00 of the \$500,000.00 ransom was recovered. None of the DB COOPER ransom was found.

After MC COY was convicted and received a 45-year sentence for the UNITED AIRLINES hijacking, no attempt was made to plea bargain the NORJAK hijacking even though it would have been to MC COY's financial as well as his personal advantage to do so.

③ - Seattle
RNN/mjb
(3)

SUB 386
164A-81-9186

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| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| JUN 10 1992 | |
| FBI-SEATTLE | |

DB COOPER-50015

FBI

TRANSMIT VIA:

☐ Teletype
☐ Facsimile
☒ AIRTEL

PRECEDENCE:

☐ Immediate
☐ Priority
☐ Routine

CLASSIFICATION:

☐ TOP SECRET
☐ SECRET
☐ CONFIDENTIAL
☐ UNCLAS E F T O
☐ UNCLAS

Date 6/10/92

TO : SAC, SALT LAKE CITY
FROM : SAC, SEATTLE (164A-SE-81) (P)
SUBJECT : NORJAK
OO: SEATTLE

ARMED AND DANGEROUS

Re subject 386 RICHARD FLOYD MC COY, JR.

Because of the recently published books regarding the similarities between MC COY and the unknown subject in this matter, renewed interest in MC COY as a NORJAK suspect is being generated. The Salt Lake City Division is requested to forward to Seattle any information in its files regarding RICHARD FLOYD MC COY, JR., that has not previously been made available to Seattle. This would include information concerning MC COY's involvement in captioned crime as well as MC COY's involvement in the UNITED AIRLINES hijacking.

2 - Salt Lake City
③ - Seattle
RNN/mjb
(5)

1*

Approved: _____ Transmitted _____
(Number) (Time)

Per 164A-81-9155

SUB 386
DB COOPER-50017

FBI

TRANSMIT VIA:

☐ Teletype
☐ Facsimile
☒ AIRTEL

PRECEDENCE:

☐ Immediate
☐ Priority
☐ Routine

CLASSIFICATION:

☐ TOP SECRET
☐ SECRET
☐ CONFIDENTIAL
☐ UNCLAS E F T O
☐ UNCLAS

Date 2/13/90

TO : DIRECTOR, FBI (164-2111)
 FROM : SAC, SEATTLE (164A-81) (P)
 SUBJECT: NORJAK
 OO: SEATTLE

NORJAK Suspects at Start of 1989: 1,003

NORJAK Suspects at End of 1989: 1,041

Number of Suspects Processed and
 Eliminated During the Year: 24

Occasionally, suspects are reopened because new evidence indicates a "second look" is warranted. One suspect that received national press coverage was JOHN EMIL LIST (Suspect 203).

LIST was considered a suspect because he became a fugitive 15 days prior to NORJAK. He matches the general description of UNSUB, also known as DAN COOPER. He killed his family partially because he was despondent over monetary problems. He served in the military and may have had airborne training.

The Newark Division advised by airtel dated 7/24/89, that a review of LIST's U.S. Army records reflect no receipt by LIST of airborne training. A review of suspect File 203 reflected that LIST's photograph has been displayed to the three victim stewardesses. All three stated that LIST was not identical to UNSUB.

No further investigation will be conducted by Seattle concerning JOHN EMIL LIST.

ARMED AND DANGEROUS

2 - Bureau
 (2) - Seattle
 RNN:jhf
 (4)

Approved: _____

Transmitted _____

(Number) (Time)

Per

SUB 386
164A-81-9141

DB COOPER 50018

feg

SUB 386, B



PHOTOGRAPH OF MCCOY
IN ARMY SHIRT

DB COOPER 50021

SUB 386

161-81-8467

SUB 386, B



THIS NEWSPAPER PHOTO
OF MCCOY RETOUCHES
4/11/72 TO SHOW SINGLESSES
WORN BY D.B. COOPER
(8 PAMPHLETS COPIES TO SCHULTZ)

SUB 386

164-81-8444

(Mount Clipping in Space Below)

Skyjacker Killed at Beach

SUB 386, B

Assoc. Dir. _____
 Dep.-A.D.-Adm. _____
 Dep.-A.D.-Inv. _____
 Asst. Dir.: _____
 Admin. _____
 Comp. Syst. _____
 Ext. Affairs _____
 Ident. _____
 Insp. _____
 Intell. _____
 Laboratory _____
 Plan. & Eval. _____
 Spec. Inv. _____
 Training _____
 Legal Coun. _____
 Telephone Rm. _____
 Director Sec'y _____

(Indicate page, name of newspaper, city and state.)

PAGE 4

RICHMOND NEWS LEADER
 RICHMOND, VA.

By DAVE RILEY

VIRGINIA BEACH (AP) — Richard Floyd McCoy and Melvin Dale Walker kept to themselves when they were staying in the ranch-style house they rented in a peaceful subdivision here.

Neighbors had little contact with the two, except for an occasional passing greeting or a friendly wave as McCoy jogged through the neighborhood. One of the men once offered to help fix a neighbor's car.

Then late Saturday night, FBI agents swooped down on the rented house after three days of surveillance. Shots were fired, McCoy was killed and Walker arrested.



MELVIN WALKER
 In Custody



RICHARD F. MCCOY
 Dead in Incident

AP Wirephotos

'THEY SEEMED SO NICE'

"I just can't believe it. They seemed so nice," said one neighbor after discovering that McCoy was a convicted skyjacker who once bailed out of a jetliner with \$500,000 ransom and that Walker was a bank robber on the FBI's 10-most-wanted list.

Federal agents say the men were using the house in the quiet middle class neighborhood a few miles from the oceanfront as an occasional hideout.

Both had been the objects of a

nationwide manhunt since they fled from a federal prison in a rain of gunfire three months ago.

FBI agents were staked out inside the rented house and

Date: 11-11-74
 Edition: EVENING
 Author: DAVE RILEY
 Editor: JOHN E. LEARD
 Title: RICHARD MC COY

Character:

or

Classification:

Submitting Office: RICHMOND

☐ Being Investigated

b6

b7c

163 DEC 23 1974

51 DEC 27 1974

F188

DB COOPER-50023

SUB 386

162-81-8466

Salt Lake City
May 23, 1973

SUB 386

RICHARD FLOYD MC COY, JR.
CRIME ABOARD AIRCRAFT -- HIJACKING;
INTERFERENCE WITH FLIGHT CREW MEMBERS

Synopsis: On April 7, 1972, an individual boarded United Air Lines (UAL) Flight 855, a Boeing 727 from Newark, New Jersey, to Los Angeles, California, at Denver, Colorado. Approximately 15 to 20 minutes after take off, the individual was observed to be holding a hand grenade and a gun. The stewardess delivered messages of instruction to the pilot. Instructions included diverting airplane to San Francisco, California, where UAL was suppose to have \$500,000 in cash and four parachutes available. Instruction envelope contained one hand grenade pin and a bullet. Aircraft landed at San Francisco where the hijacker's demands were met. All passengers and part of crew were permitted to deplane. The pilot was then ordered to take off immediately. The pilot felt a slight surge of the airplane in the vicinity of the Provo, Utah, Airport and thought the hijacker must have jumped out. Information was received that a possible suspect in the case might be Richard Floyd Mc Coy, Jr. Mc Coy was positively identified as the hijacker through handwriting comparisons and fingerprints located on UAL "Mainliner Magazine" found in seat occupied by hijacker. Mc Coy was arrested on April 9, 1972, after being charged in a complaint with violation of Section 1472(i)(1), Title 49, U. S. Code, Aircraft Piracy, and Section 1472(j), Title 49, U. S. Code, Interfering With Flight Attendant. On July 10, 1972, Mc Coy appeared in U. S. District Court and was sentenced to a period of 45 years in the custody of the Attorney General.

164-73-13
ENCLOSURE ENCLOSURE

DB COOPER-50026

SUB 386

164-81-8459

BU0010 2222333Z

RR HQ SE

DE BU

R 132333Z JUL 80X

FM BUFFALO (164-146) (RUC)

TO DIRECTOR (164-2111) ROUTINE

SEATTLE (164-81) ROUTINE

BT

UNCLAS

NORJAK, CAA - HIJACK (A), (OO: SEATTLE)

RE BUFFALO TELCAL TO BUREAU, JULY 18, 1980.

FOR INFO OF BUREAU, ASAC JAMES L. THEISEN, BUFFALO WAS ASSIGNED TO SALT LAKE CITY DIVISION AT TIME OF CAPTIONED HIJACKING. DURING COURSE OF INVESTIGATION OF HIJACKING CASE COMMITTED BY SUBJ RICHARD FLOYD MC COY, JR., APRIL 9, 1972, SIMILARITIES WERE NOTED BETWEEN SUBJECT OF NORJAK CASE AND MC COY. INTENSIVE INVESTIGATION WAS CONDUCTED BY SU DIVISION AND OTHER DIVISIONS TO ESTABLISH WHETHER, IN FACT, MC COY WAS THE PERPETRATOR OF THE HIJACKING IN NORJAK. BUREAU FILES WILL CONTAIN RESULTS OF THAT INVESTIGATION DURING PERIOD APRIL, 1972 THRU SUMMER, 1972.

AS BUREAU AND SEATTLE ARE AWARE, THERE WAS LITTLE PHYSICAL

SUB 386,0

SUB 386

164-81-8449

| | |
|-----------------|--------------|
| SEARCHED..... | INDEXED..... |
| SERIALIZED..... | FILED..... |
| JUL 1 1980 | |
| FBI - SEATTLE | |

[Signature]

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/14/72

SUB 386

[redacted] Chuck Peterson Motors, 400 South University Avenue, Provo, Utah, advised that on April 5, 1972, RICHARD MC COY had his 1969 green Volkswagen, vehicle identification number 119177108 repaired at the above company. She noted the mileage of the car at the time of this repair to be 61,635. The work order was prepared at 8:10 A.M., on that date, and it was noted that an oil filter pipe needed tightening and that the mechanic should check on an oil leak. The repair order reflected that an oil cap gasket was replaced, that a lever on the idle cam was replaced, and that both brake light switches were replaced, as well as a tune-up. The charge included \$16.10 for labor; \$1.90 for oil and grease; \$12.36 for parts; \$1.37 for tacks, making a total of \$31.73.

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The bill was paid by a Master Charge card of MC COY, number 53295 01 46 2886 3 03173, which amount was charged to the Chevron Oil Company inasmuch as Chuck Peterson Motor runs all their charges through Chevron Oil Company. Repairs have also been made by Chuck Peterson Motor on the above-mentioned car on previous occasions.

On November 25, 1970, a muffler was replaced on the car. The mileage at this time was 42,103.

Repairs made on June 23, 1971, for minor repairs were made, and a window crank installed. The mileage at this time was 51,004.

On September 10, 1971, the front wheels were balanced. On this occasion the mileage was noted to be 53,740.

On October 29, 1971, the car heater was repaired, and two hooks for holding seat belts when not in use were replaced. The mileage was noted to be 55,320 on this occasion.

On November 30, 1971, the motor was tuned up, carburetor was repaired, oil leaks and right window defroster were repaired, and the front end was aligned. The mileage was noted to be 57,042.

Interviewed on 4/13/72 at Provo, Utah File # Salt Lake City 164-24; 164-36

by SA LOFTIS J. SHEFFIELD / ksa Date dictated 4/13/72 SUB 386

DB COOPER 50037

164-51-8148

FEDERAL BUREAU OF INVESTIGATION

SUB 386
4/14/72

Date of transcription

Mrs. BESSIE MEILING, Director, Utah County Welfare Department, 260 West 300 North, Provo, Utah, advised as follows:

KAREN BURNS MC COY was employed by that department as a Case Worker from January 3, 1972 to April 7, 1972. She failed to report for work on April 10, 1972. She did not have any days off during the above period of employment. Her salary was \$560.00 per month.

She applied for the above position on Friday, November 19, 1971, and was interviewed at 8:30 A.M., on that date by Mrs. MEILING. During the interview, she told Mrs. MEILING that she planned to leave Provo, Utah, November 22, 1971, for three weeks to go to North Carolina to visit with her husband's family. She said her husband was to follow her to North Carolina on December 10, 1971.

Sometime after Mrs. MC COY was hired, she told Mrs. MEILING that the above mentioned plans to go to North Carolina had not worked out because of an illness in the family. Mrs. MEILING seems to recall hearing that Mrs. MC COY had gone to North Carolina on a later date.

Mrs. MEILING recalls seeing Mrs. MC COY at about 9:00 A.M., April 7, 1972, at the above-mentioned welfare office in Provo. Mrs. MC COY spent most of her time during her employment mentioned-above, at American Fork, Utah, at the Utah State Training School; although she was employee of the County Welfare Department. Mrs. MEILING recalls that Mrs. MC COY had a wrist, believed to be her right wrist, which had given her considerable trouble. Mrs. MC COY indicated that she would apparently have to have surgery on her wrist. The weakness in the wrist was known to Mrs. MEILING for several weeks; the exact number not being recalled. On one occasion, Mrs. MC COY complained to Mrs. MEILING about pain in her wrist, as she had done considerable typing on one particular day.

SUB 356
Se 164-81-8177

Interviewed on 4/13/72 at Provo, Utah

Salt Lake City 163

File # 164-24; 164-36

by SA LOFTIS J. SHEFFIELD / ksa

Date dictated 4/14/72

DB COOPER-50039

SU 164-24

SU 164-36

Mrs. MC COY, according to the Welfare Department records, was born June 27, 1945, at Pittsburgh, Pennsylvania; was reared in Ohio; and graduated from Brigham Young University, Provo, Utah, in 1968. She appeared to be an intelligent, capable employee, and scored 94 percent on her written test when applying for the job. 94 percent is a very high score on that test.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 4/14/72

SUB 386

Mr. CHARLES T. FLETCHER, Head of Law Enforcement Department, Brigham Young University (BYU), Provo, Utah, advised as follows:

FLETCHER stated he taught RICHARD F. MC COY in Law Enforcement 302 in the Fall semester of 1971. This class was held from 8:00 A.M. to 9:30 A.M., on Tuesday and Thursday. MC COY had no absences during September or October, 1971. He was absent November 2, 1971, but was excused for the absence; the reason not being shown. He was absent on November 4, 1971, without excuse. He was present on November 9, 1971: On November 11, 1971, no roll was taken, so it is not known whether or not he was present. On November 16, 1971, November 18, 1971, and November 23, 1971, he was present. No school was held on November 25, 1971, as it was Thanksgiving. On December 2, 1971, he was absent. No roll was taken on December 16, 1971, as it was the week during the Christmas vacation. He was absent January 6, 1972, without excuse. The semester ended the last week in January, 1972.

SUB-386

~~SL 164-81-8176~~
Salt Lake City
164-24 -162

4/12/72 Provo, Utah
Interviewed on _____ at _____ File # 164-24 -16

SA LOFTIS J. SHEFFIELD / ksa
by _____

Date dictated

4/13/72

DB COOPER-50041

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/24/72

[redacted] Provo, Utah,
furnished the following information:

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→ She advised she is [redacted] and remembers that [redacted] for the RICHARD MC COY family on Thanksgiving Day of 1971. She stated that she was [redacted] on this date and that [redacted] was picked up by one of the MC COY family at approximately 4:00 PM that day.

[redacted] stated that the MC COYs called her prior to their picking up [redacted] and stated they needed [redacted] because they were flying to Las Vegas, Nevada with some friends that evening. She stated she did not know the name of the friends and does not know the time they left for Las Vegas, nor does she remember the time they returned; however, it was late in the night when [redacted] returned home and she would estimate [redacted]

Interviewed on 8/24/72 at Provo, Utah File # SH 164-24-161
by SA ALVA EARL LOMINACK / cj Date dictated 8/24/72

DB COOPER-50042

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/15/72

SUB 386

[redacted] telephone [redacted] advised [redacted] for the MC COY family. She stated she could not remember if [redacted] for them on Thanksgiving Day, 1971. She stated [redacted] at the time, and she could not remember the exact dates. She stated all of [redacted] was done in the MC COY home, and it was never [redacted]

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She stated that KAREN MC COY [redacted] one day before Thanksgiving, and [redacted] for about [redacted] KAREN and RICHARD MC COY went to Salt Lake City. She stated she did not know if that is where they went but this is what they told her. || | ?

She further advised that she was never around them when they conversed with one another.

SUB 356

Interviewed on 8/11/72 at Provo, Utah File # SU 164-24 -158
ASV
SE 164-81-8174
by SA ALVA EARL LOMINACK / nsb Date dictated 8/14/72

DB COOPER-50043

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/15/72

[redacted] advised that he was a student at Brigham Young University working on his masters degree. He stated he remembers RICHARD FLOYD MC COY, JR. and recalled he was at his residence on Thanksgiving Day, 1971. He stated he met MC COY in a law enforcement class, [redacted]

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He stated MC COY had told him that he had been in Southeast Asia in the military and that he planned to return there after his graduation.

He stated MC COY invited him to his home on Thanksgiving, but he did not remember anything that was said by MC COY or any of the other guests. He stated he spent most of his time playing with the [redacted] having arrived at the MC COY residence about 10:00 a.m., and MC COY was there. 11/25/71

SUB-386

Interviewed on 8/11/72 at Provo, Utah File # SU-164-24-157
SE 164-81-8173
by SA ALVA EARL LOMINACK / nsb Date dictated 8/14/72

DB COOPER-50044

FEDERAL BUREAU OF INVESTIGATION

SUB 386

7/6/72

Date of transcription

MILANED R. BURNS, 720 Shorb Avenue, Northwest
Canton, Ohio, was interviewed at the offices of the U. S.
Attorney, Salt Lake City. BURNS was exhibited photographs
of a dark blue or black tie, and a tie clasp that appears
to have a white round center, approximately the size of a
dime.

BURNS stated that she recalls that her son-in-law,
RICHARD ~~FRANK~~ MC COY, JR., had a tie similar to the one
depicted in the photograph, and also she recalls that he
had a tie clasp similar to the one depicted in the photo-
graph. She stated the reason she remembers these two items
being so is the fact that her favorite colors
are blue and white, and she recalls that when he visited her
home on [redacted] he bent over a coffee table, and the
picture [redacted] on the wall.

[redacted] stated that she has some letters that
[redacted] had written to her during the Thanksgiving,
1971, period and she also thinks that she may have some
photographs of MC COY in which he is wearing a tie. She
stated that she will make these letters and photographs
available to the Attorney, GEORGE TZANGAS, who in turn
will make them available to the FBI.

b6
b7C

SUB 386

Interviewed on 6/29/72 at Salt Lake City, Utah File # Salt Lake City
164-24-171
by SA JAMES L. TILSON / ksa Date dictated 6/30/72
SE 164-81-8172

FEDERAL BUREAU OF INVESTIGATION

7/6/72

Date of transcription

SUB 386

[redacted] Northwest Canton, Ohio, was interviewed in the present of her attorney GEORGE J. TZANGAS, 454 Citizens Savings Building, Canton, Ohio.

b6
b7C

[redacted] stated that she came to Salt Lake City to testify in the hijacking case of RICHARD FLOYD MC COY, JR., [redacted] and had brought her attorney, Mr. TZANGAS, with her because she felt that MC COY might try to lie about her at the trial.

[redacted] stated that she moved into the MC COY residence in January, 1972, and prior to that period had attended Ricks College in Rexburg, Idaho. She stated that she had entered the Fall term at Ricks College, and had only been in the MC COY residence in Provo, Utah, only a couple of times prior to her moving there in January.

She said that on either Tuesday or Wednesday proceeding Thanksgiving Day, 1971, she came to Provo, Utah, and cannot recall at the time if RICHARD FLOYD MC COY, JR., and his wife were at the residence or if [redacted]

b6
b7C

[redacted] She stated she thinks that MC COY and his wife were at the residence on Thanksgiving Day, and seemed to recall that at the spur of the moment, MC COY and his wife decided to go to Las Vegas, Nevada, and they wanted her to go to Las Vegas with them, but [redacted] stated she did not have any money to spend on gambling. She stated that she cannot recall if RICHARD FLOYD MC COY was at the residence on Wednesday, and said there is no specific incident that she can recall that would place him in the residence on the Wednesday prior to Thanksgiving. She stated she seems to recall that MC COY called the residence to check on [redacted] [redacted] sometime in the evening of Thanksgiving, and stated that it seems to her that they had Thanksgiving dinner earlier, possibly 12:30 P.M. or 1:00 P.M., and that shortly thereafter MC COY and his wife left for Las Vegas. She later pointed out that while they had a Thanksgiving dinner,

Interviewed on 6/29/72 at Salt Lake City, Utah File # Salt Lake City 164-24-110
by SA JAMES L. THEISEN / ksa Date dictated 6/30/72
SE 164-81-8171

DB COOPER 50046

SUB 386

SU 164-24
SE 164-81

she cannot recall if this dinner was on Thanksgiving Day itself, or the following Sunday. She stated that she would like to help to exactly place the whereabouts of MC COY at that period of time, but is just unable to recall definitely.

[] stated that she does not recall any tie clasps or ties that MC COY had. b6 b7C

[] stated that MC COY talked a lot about the Seattle hijacking event, and stated that he had a file of newspaper clippings concerning this hijacking. On several occasions he expressed the opinion that he thought it was "sharp that the guy got away."

[] stated that she may have written some letters [] who lives in Canton, Ohio, and may have described in these letters something about Thanksgiving dinner, and who may have been there. She stated that she will make these letters available to her attorney, GEORGE TZANGAS and would try to make them available to the FBI.

FEDERAL BUREAU OF INVESTIGATION

7/6/72

Date of transcription

SUB 386

[redacted], Northwest Canton, Ohio, was interviewed in the present of her attorney GEORGE J. TZANGAS, 454 Citizens Savings Building, Canton, Ohio.

b6
b7C

[redacted] stated that she came to Salt Lake City to testify in the hijacking case of RICHARD FLOYD MC COY, JR., her brother-in-law, and had brought her attorney, Mr. TZANGAS, with her because she felt that MC COY might try to lie about her at the trial.

[redacted] stated that she moved into the MC COY residence in January, 1972, and prior to that period had attended Ricks College in Rexburg, Idaho. She stated that she had entered the Fall term at Ricks College, and had only been in the MC COY residence in Provo, Utah, only a couple of times prior to her moving there in January.

She said that on either Tuesday or Wednesday proceeding Thanksgiving Day, 1971, she came to Provo, Utah, and cannot recall at the time if RICHARD FLOYD MC COY, JR., and his wife were at the residence or if [redacted]

b6
b7C

[redacted] She stated she thinks that MC COY and his wife were at the residence on Thanksgiving Day, and seemed to recall that at the spur of the moment, MC COY and his wife decided to go to Las Vegas, Nevada, and they wanted her to go to Las Vegas with them, but [redacted] stated she did not have any money to spend on gambling. She stated that she cannot recall if RICHARD FLOYD MC COY was at the residence on Wednesday, and said there is no specific incident that she can recall that would place him in the residence on the Wednesday prior to Thanksgiving. She stated she seems to recall that MC COY called the residence to check on [redacted] sometime in the evening of Thanksgiving, and stated that it seems to her that they had Thanksgiving dinner earlier, possibly 12:30 P.M. or 1:00 P.M., and that shortly thereafter MC COY and his wife left for Las Vegas. She later pointed out that while they had a Thanksgiving dinner,

Interviewed on 6/29/72 at Salt Lake City, Utah File # Salt Lake City 164-24-140 SUB 386
by SA JAMES L. THEISEN / ksa Date dictated SE 164-81 6/30/72

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81 Sub 386)

FROM : SAC, CHARLOTTE (164-101) (RUC)

SUBJECT: NORJAK

DATE: 12/13/74

Sub 386

OO: SEATTLE

Re Norfolk airtel to Seattle, 11/27/74.

On 12/6/74, [] was contacted by
SA DONALD M. MURRAY at the Wake County Jail where he
was incarcerated awaiting trial for bank robbery.

b6
b7C

[] advised he did not desire to discuss anything
with the FBI, and refused to make any further comment.

- ② - Seattle
1 - Charlotte

DM:egp
(3)

Sub 386

164-81-6418

| | |
|---------------|---------|
| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| DEC 19 1974 | |
| FBI - SEATTLE | |

TC



5010-108-02

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB COOPER-50050

11/27/74

AIRTEL

Sub 386

TO: SAC, SEATTLE (164-81 Sub.386)

FROM: SAC, NORFOLK (164-41) (P)

NORJAK
(OO: SEATTLE)

Re Seattle airtel to Bureau 11/13/74.

For the information of Charlotte and Seattle, [redacted] was interviewed on two occasions by Norfolk Agents and [redacted] has refused to discuss anything pertaining to his or RICHARD FLOYD McCOY's activities at this time. [redacted] did indicate that if and when he decided to talk, it would only be to benefit himself in some way; and at such time, he would insist on telling the whole story to Special Agents RICHARD R. RAFFERTY and [redacted] of the Norfolk Office.

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b7C

On 11/21/74, [redacted] U.S. Marshal's Office, EDVA, Norfolk, Virginia, advised that [redacted] was transferred on [redacted] Jail, Raleigh, North Carolina, to [redacted].

LEADS

CHARLOTTE

AT RALEIGH, NORTH CAROLINA.

Will interview [redacted] as requested in referenced airtel by Office of Origin, to determine if, at any time while McCOY and [redacted], McCOY claimed to be perpetrator of captioned crime.

b6
b7C

- 2 - Seattle (164-81)
2 - Charlotte (164-101)
2 - Norfolk (164-41)
RRR:het
(6)

As J)

Sub 386

164-81-6362

N

F B I

Date: 11/13/74

Transmit the following in _____
(Type in plaintext or code)Via ~~AIRTEL~~ AIRMAIL
(Priority)

TO: DIRECTOR, FBI (164-2111)
FROM: SAC, SEATTLE (164-81 Sub.386) (P)
SUBJECT: NORJAK
OO: SEATTLE

Sub 386

Re: Suspect RICHARD FLOYD MC COY, Sub. No. 386.

Enclosed for the Norfolk Division is one (1) copy of Salt Lake City's report by SA RICHARD W. HEAD, dated 8/24/72.

// For the information of the Norfolk Division, MC COY's photo shown to NORJAK witnesses all advised he was not identical with Unsub in this matter.

LEADS

NORFOLK DIVISION

Interview [] to determine if, at any time while MC COY and [] MC COY claimed to be perpetrator of captioned crime. If [] is not located in the Norfolk Division, it is requested that the lead to have [] interviewed be set out expeditiously.

b6
b7cARMED AND DANGEROUS.

2 - Bureau
2 - Norfolk (Enc. 1) (164-41)
1 - Salt Lake City (164-24)
3 - Seattle
RNN/slb
(8)

*Sub 386**164-81-6330*Approved: _____
Special Agent in Charge

Sent _____ M Per _____

FBI

Date: 8/19/74

Transmit the following in _____
(Type in plaintext or code)

Sub 386

Via TELETYPE NITEL
(Priority)

TO : DIRECTOR, FBI & SACS, CHARLOTTE, PHILADELPHIA &
SALT LAKE CITY

FROM: SAC, SEATTLE [] (RUC)

RICHARD FLOYD MC COY - FUGITIVE, EFP; [] -

FUGITIVE. EFP; [] EFP; []

[] EFP.

RE BUREAU TELETYPE TO CHARLOTTE, PHILADELPHIA,
SALT LAKE CITY AND SEATTLE DATED AUGUST 16, 1974.

RESULTS OF ALL INVESTIGATION CONCERNING MC COY
IN POSSESSION SALT LAKE CITY DIVISION.

MC COY ELIMINATED AS NORJAK SUSPECT.

ARMED AND DANGEROUS; ESCAPE RISK.

RNN:klb

(2)

✓ lcc - 164-81 Sub 386

b6
b7c

Sub 386

164-81-6312

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

U.S. Government Printing Office: 1972 - 455-574

DB COOPER-50053

ACTING DIRECTOR, FBI (164-2111)

11/30/72

SAC, SALT LAKE CITY (164-24) (RUC)

Sub 386

NORJAK
OO: Seattle

Re Salt Lake City airtel to Seattle, 6/13/72
(interoffice) and report of SA RICHARD W. HEAD dated 8/24/72
at Salt Lake City.

Enclosed for the Philadelphia Division is one copy
each of referenced communications. Also enclosed is an FD-302
concerning interview of KAREN MC COY on 8/24/72.

Re: RICHARD FLOYD MC COY, JR. -- Suspect

On 11/27/72, [redacted]
[redacted] Salt Lake City, Utah, advised that suspect MC COY
had been transported to the U. S. Penitentiary, Lewisburg,
Pennsylvania, and to his knowledge, remains in that institu-
tion.

b6
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A review of investigation conducted regarding suspect
MC COY indicates he could not be responsible for captioned
hijacking.

However, it is being left to the discretion of the
office of origin in view of more intimate knowledge of the
total investigation conducted; to set forth a specific lead
to have MC COY interviewed in the event it is deemed desirable.

- 2 - Bureau
② - Seattle (164-81)
1 - Philadelphia (INFO) (Enc. 3)
1 - Salt Lake City
RHW/sp
(6)

Sub 386

164-81-4460

| | |
|----------------------|---------|
| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| DEC 2 1972 | |
| FBI - SALT LAKE CITY | |

DB COOPER 50054

10/13/72

AIRTEL

Sub 386

TO: SAC, SEATTLE (164-81)
FROM: SAC, CHARLOTTE (164-101) (P)
SUBJECT: UNSUB, aka
Dan Cooper
NORTHWEST AIRLINES FLIGHT # 305,
PORTLAND, OREGON, TO SEATTLE,
WASHINGTON, 11/24/71
CAA - HIJACKING; EXTORTION
(DO: SEATTLE)

Re Salt Lake City report of SA RICHARD W. HEAD
dated 8/24/72.

There is enclosed herewith nine copies of FD-302,
for Seattle, reflecting results of interview with KAREN
MC COY of Cove City, N. C. Also enclosed are two copies of
FD-302 reflecting interview with KAREN MC COY for the Salt
Lake City Division.

SA [redacted] N. C., advised
SA [redacted] on 8/25/72, that he had displayed the
artist's conception of the unknown subject in captioned matter
with negative results to members of the Skydivers Club. *Ruc-*

b6
b7C

- ② - Seattle (Enc. 9)
- 2 - Salt Lake City (Enc. 2)
- 2 - Charlotte

ERJ:mwb
(6)

Sub 386

164-81-4005

| | |
|----------------------|-----------------|
| SEARCHED | INDEXED |
| SERIALIZED <i>at</i> | FILED <i>at</i> |
| OCT 19 1972 | |
| FBI-SEATTLE | |

1/1

DB COOPER 50055

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/31/72Sub 386

KAREN McCOY, P. O. Box 7, Cove City, North Carolina, was contacted at the residence of her mother-in-law, Mrs. RUSSELL E. McCOY, who resides on U. S. 70, Cove City, North Carolina. Mrs. McCOY was advised of the identity of the interviewing agent and the purpose of the interview and provided the following information.

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Mrs. McCOY advised that on November 24, 1971, her husband RICHARD FLOYD McCOY attended his regular morning classes at Brigham Young University, leaving from their residence at Provo, Utah, at about 7:30 A.M. Mrs. McCOY advised that at this time RICHARD had only morning classes at Provo High School and he thus left home at approximately 10:30 A.M. in order to reach school by 11 A.M. when her classes began. Mrs. McCOY further advised [redacted] until her husband arrived home from Brigham Young University, which was always somewhere between 10:45 and 11 A.M. Mrs. McCOY further advised she always called home about noon to check and make sure RICHARD got home all right. Mrs. McCOY stated she could not be absolutely positive the above occurred as set forth above on November 24, 1971, but if anything had differed from this routine she stated she would certainly remember it.

Mrs. McCOY further advised [redacted] attended [redacted] at Brigham Young University from 1 P.M. to 3:30 P.M. and RICHARD always took her there and picked her up as she was teaching school during this period. Mrs. McCOY stated as far as she knew [redacted] as normal on November 24, 1971 and her husband RICHARD took her there and picked her up.

b6
b7c

Mrs. McCOY further advised [redacted] arrived at their residence at about 6:30 P.M. on the evening of November 24, 1971 and spent the night.

Mrs. McCOY stated further that on Thanksgiving Day, November 25, 1971, after eating Thanksgiving dinner, she and her husband left Provo, Utah, at about 4:15 P.M. and drove to Las Vegas, Nevada while [redacted] Sub 386

Interviewed on 8/24/72 at Cove City, N. C. File # Charlotte 164-101

by SA ROBERT M. FANNING: sjw

Date dictated

| | |
|---------------|---------|
| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| OCT 1 1972 | |
| FBI - SEATTLE | |

CE 164-101

[redacted] She advised she and her husband placed a collect call to [redacted] at Provo from the Flamingo or El Tropicana Hotel in Las Vegas to check on [redacted] This call was made at about 10:30 P.M. Mrs. McCOY stated she and her husband RICHARD did some gambling in this hotel and spent the night in their car before returning to Provo.

b6
b7C

FEDERAL BUREAU OF INVESTIGATION

| | | | |
|---|------------------------------------|--|--|
| REPORTING OFFICE SALT LAKE CITY | OFFICE OF ORIGIN SEATTLE | DATE 8/24/72 | INVESTIGATIVE PERIOD 4/11/72 - 8/24/72 |
| TITLE OF CASE UNKNOWN SUBJECT, aka Dan Cooper NORTHWEST AIRLINES FLIGHT # 305, PORTLAND, OREGON, TO SEATTLE, WASHINGTON, 11/24/71 | | REPORT MADE BY SA RICHARD W. HEAD | TYPED BY nsb |
| | | CHARACTER OF CASE CAA - HIJACKING; EXTORTION <i>Sub 386</i> | |

REFERENCES: Salt Lake City teletype to Bureau, 4/11/72.

Salt Lake City airtel to Charlotte, 8/3/72.

- P -

ADMINISTRATIVE

Although the period of this report is extended, this matter has been maintained in a current status through interoffice communications.

| | | | | | | | | |
|--|-------|------|-------|---------|------------|--|------------------------------|---|
| ACCOMPLISHMENTS CLAIMED | | | | | | <input checked="" type="checkbox"/> NONE | ACQUIT- TALS | CASE HAS BEEN: |
| CONVIC | AUTO. | FUG. | FINES | SAVINGS | RECOVERIES | | | |
| | | | | | | | | PENDING OVER ONE YEAR <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO |
| | | | | | | | | PENDING PROSECUTION OVER SIX MONTHS <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO |
| APPROVED | | | | | | SPECIAL AGENT IN CHARGE | DO NOT WRITE IN SPACES BELOW | |
| COPIES MADE: | | | | | | <i>164-81-3841 Sub 386</i> SEARCHED..... INDEXED..... SERIALIZED..... FILED..... AUG 28 1972 FBI-SEATTLE | | |
| 8 - Bureau (164-2111) 2 - Charlotte (164-101) 1 - Las Vegas (164-60) (Info) 1 - Portland (164-41) (Info) (2) - Seattle (164-81) 2 - Salt Lake City (164-24) | | | | | | | | |
| Dissemination Record of Attached Report | | | | | | Notations | | |
| Agency | | | | | | | | |
| Request Recd. | | | | | | | | |
| Date Fwd. | | | | | | | | |
| How Fwd. | | | | | | | | |
| By | | | | | | | | |

DB COOPER 50058

SU 164-24
CE 164-101
RM:dlt
1

The following investigation was conducted by
Special Agent RAYMOND MADDEN, JR. on April 18, 1972:

ADMINISTRATIVE:

[redacted]
[redacted] confidentially advised that telephone
[redacted] was subscribed to by a RICHARD F. MCCOY, SR.,
Wimbelton Road, Raleigh, North Carolina, and has recently
been disconnected.

A review of [redacted]
[redacted]

b6
b7C
b7D

- B -
COVER PAGE

DB COOPER-50059

SU 164-24

The records of the [REDACTED]

b7D

On 4/13/72, SA JAMES L. THEISEN reviewed the bank records of RICHARD FLOYD MC COY, JR., at Walker Bank and Trust Company, Salt Lake City, Utah, which indicated an application for bank credit card dated 1/20/72, and outstanding obligations as of that date included \$40 to Master Charge; \$650 to BankAmericard; no amounts owing to Wachovia Bank and Trust, but prior loans were indicated. Overall review of other checks indicated MC COY had extensive financial obligations, including others than those listed on the bank credit card application.

No other pertinent information was contained in this record.

LEADS

CHARLOTTE DIVISION

AT COVE CITY, NORTH CAROLINA

Will locate and interview KAREN MC COY, P.O. Box 7, telephone number 638-1701, wife of suspect RICHARD FLOYD MC COY, JR., in an effort to positively establish the whereabouts of suspect MC COY on 11/24/71, noting that a collect telephone call was received at the MC COY residence in Provo, Utah, from Las Vegas, Nevada, at 10:41 p.m., 11/25/71, and that MC COY's BankAmericard was utilized between the hours of 11:00 p.m., 11/25/71, and 9:00 a.m., 11/26/71, to purchase gasoline at Las Vegas, Nevada, 11/25/71 being Thanksgiving Day.

SALT LAKE CITY DIVISION

AT SALT LAKE CITY, UTAH

- C -
COVER PAGE

DB COOPER-50060

SU 164-24

Will await results of interview of suspect's wife,
KAREN MC COY, and will conduct any investigation indicated
as a result of this interview.

- D* -
COVER PAGE

DB COOPER-50061

**UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION**

Copy to:

Report of:
Date:

RICHARD W. HEAD
8/24/72

Office: Salt Lake City, Utah

Field Office File #: 164-24

Bureau File #: 164-2111

Title:

**UNKNOWN SUBJECT,
Also Known As Dan Cooper,
NORTHWEST AIRLINES FLIGHT NUMBER 305,
PORTLAND, OREGON, TO SEATTLE, WASHINGTON,
NOVEMBER 24, 1971**

Character:

CRIME ABOARD AIRCRAFT - HIJACKING; EXTORTION

Synopsis:

RICHARD FLOYD MC COY, JR. - Suspect. MC COY was subject of similar, CAA - Hijacking, case involving United Airlines Flight 855 from Denver, Colorado, 4/7/72, and a review of captioned matter revealed numerous similarities with MC COY case. A review of investigation conducted regarding the pertinent period, 11/24/71, and period immediately preceding and following this date reveals the following regarding suspect MC COY: (1) MC COY [redacted]

[redacted]
RICHARD F. MC COY, JR. (2) MC COY attended class at Brigham Young University morning of 11/23/71. (3) [redacted] of MC COY, currently residing Canton, Ohio, in interview following hijacking of United Air Lines (UAL) plane 4/7/72, stated to best of her recollection, MC COY helped prepare Thanksgiving dinner 11/25/71, between hours of 2:00 and 6:00 p.m. [redacted] could not recall MC COY's activities 11/24/71. (4) Check of service stations, Cedar City, Utah, indicated dates of 11/25/71, and 11/26/71, on gas charge tickets are probably accurate dates; however, both service station operators stated they have made errors in past on dates on charge tickets and could not be absolutely certain as to dates. (5) Manager, Power Thrust Service Station, Las Vegas, Nevada, advised gas invoice charged to RICHARD F. MC COY, JR., BankAmericard Number 4763160217773, bearing signature of MC COY, would have been utilized between hours of 11:00 p.m., 11/25/71, and 9:00 a.m., 11/26/71, at which time manager changed date

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on machine. (6) Gas station attendant, Power Thrust Service Station, Las Vegas, Nevada, stated worked the above indicated hours but could not specifically recall handling the transaction, nor could he describe vehicle or individual who may have been involved. Attendant unable to identify artist's conception of NORJAK subject. (7) FBI Laboratory concluded RICHARD F. MC COY, JR.'s signature on above described BankAmericard invoice was prepared by RICHARD FLOYD MC COY, JR., subject of UAL hijacking 4/7/72. (8) [REDACTED]

b7D

[REDACTED] (9)
Records of Tropicana Hotel-Casino, Las Vegas, Nevada, were checked for hotel registration for month of November, 1971, and more specifically for 11/25/71, and no record could be located for R. MC COY, RICHARD FLOYD MC COY, JR., DAN COOPER or D. COOPER. (It is noted telephone call previously made from Tropicana Hotel to MC COY's residence, Provo, Utah.)

(10) [REDACTED]

NORJAK. (11) Investigation revealed a collect call was made to MC COY's residence 11/25/71, at 10:41 p.m. from Las Vegas, Nevada. (12) The following airlines records were reviewed in an effort to determine if RICHARD FLOYD MC COY, JR., R. MC COY, D. COOPER, DAN COOPER or a J. JOHNSON utilized Hughes Air West flights from Las Vegas to Portland and return during the pertinent period; UAL flights, noting UAL is not recommended for service between Las Vegas and Portland since there are no direct flights; and Western Airlines indicated no travel of an individual utilizing the above names between Las Vegas, Nevada; Portland, Oregon, and return. (13) A review of all pertinent military aircraft records servicing the Portland and Las Vegas areas, with flights originating from Salt Lake City and Las Vegas areas, as well as return flights originating from Portland area, failed to disclose travel by RICHARD FLOYD MC COY, JR. on or about 11/24/71. Student at Brigham Young University, Provo, Utah, recalled having Thanksgiving dinner, 11/25/71, with suspect, as did [REDACTED] of suspect.

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[REDACTED] in subsequent interview was not sure of exact date that Thanksgiving dinner was held at suspect's residence in Provo, Utah. Photograph of suspect MC COY exhibited to three Northwest Airlines stewardesses, and each quite certain MC COY not identical to COOPER. ARMED AND DANGEROUS.

- P -

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SU 164-24

On April 11, 1972, Lieutenant [redacted] [redacted] Brigham Young University, Provo, Utah, advised he had the following information concerning classes attended by MC COY during the fall semester beginning late September, 1971, and ending January 19, 1972.

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MC COY had the following Monday, Wednesday and Friday class:

Sociology 360, [redacted]

[redacted] advised it was his recollection that during the early to middle part of the semester MC COY had had above average absences, but there was no written record available to check these absences.

MC COY had Religion 231, [redacted] and there is no record to verify attendance, but it was [redacted] recollection MC COY missed many classes the first of the semester but attended more frequently later in the semester.

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MC COY had Sociology 112, [redacted] [redacted] however, no records are available, but it was [redacted] recollection that MC COY was missing frequently during the semester.

MC COY had Religion 324, [redacted] however his class roll was destroyed the first part of April, 1972, and due to the size of the class [redacted] could not recall MC COY.

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Lieutenant [redacted] advised MC COY had a class on Tuesday and Thursday, Law Enforcement 302, Instructor CHARLES FLETCHER, and FLETCHER had not been contacted regarding MC COY's attendance.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 4/14/72P. 1

Mr. CHARLES T. FLETCHER, Head of Law Enforcement Department, Brigham Young University (BYU), Provo, Utah, advised as follows:

FLETCHER stated he taught RICHARD F. MC COY in Law Enforcement 302 in the Fall semester of 1971. This class was held from 8:00 A.M. to 9:30 A.M., on Tuesday and Thursday. MC COY had no absences during September or October, 1971. He was absent November 2, 1971, but was excused for the absence; the reason not being shown. He was absent on November 4, 1971, without excuse. He was present on November 9, 1971. On November 11, 1971, no roll was taken, so it is not known whether or not he was present. On November 16, 1971, November 18, 1971, and November 23, 1971, he was present. No school was held on November 25, 1971, as it was Thanksgiving. On December 2, 1971, he was absent. No roll was taken on December 16, 1971, as it was the week during the Christmas vacation. He was absent January 6, 1972, without excuse. The semester ended the last week in January, 1972.

Interviewed on 4/12/72 at Provo, Utah File # Salt Lake City 164-24
by SA LOFTIS J. SHEFFIELD / ksa Date dictated 4/13/72

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 4/17/72

[redacted]
that RICHARD FLOYD McCOY, JR. and his wife, KAREN BURNS McCOY
[redacted] when the McCOYS resided in
Raleigh, North Carolina. [redacted]
[redacted]

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[redacted] also advised that the McCOYS also have
[redacted]

[redacted] also noted [redacted]
[redacted]

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[redacted] further advised that should it be
necessary to produce any of the above information in court,
a subpoena duces tecum should be issued to [redacted]
[redacted]

Interviewed on 4/13/72 at Raleigh, N. C. File # CE 164-101

by SA RAYMOND MADDEN, JR.:dlr Date dictated 4/16/72

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 4/18/72b6
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Should it be necessary to produce the above instruments in court, a subpoena duces tecum should be issued to [REDACTED]

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Interviewed on 4/14/72 at Raleigh, N. C. File # CE 164-101

by SA RAYMOND MADDEN, JR.:dlc Date dictated 4/17/72

DB COOPER 50079

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 4/19/72b6
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In the event it should be necessary to produce the
above records, a subpoena duces tecum should be issued to

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Interviewed on 4/17/72 at Raleigh, N. C. File # CE 164-101

by SA RAYMOND MADDEN, JR.:dlt Date dictated 4/18/72

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 4/20/72

[redacted]

was contacted and advised that at the present time
RICHARD F. McCOY, SR. [redacted]

[redacted]

[redacted] further advised that he is personally acquainted with McCOY, SR. and has done business with him [redacted]. He advised he recently spoke with McCOY, SR. concerning his son, RICHARD F. McCOY, JR., and that according to McCOY, SR., he was completely shocked and very upset concerning the recent arrest of his son by the FBI in conjunction with a hijacking of an aircraft.

[redacted] also noted that in general conversation with McCOY, SR., he stated that he would possibly request a [redacted]

has been made by McCOY, SR.

In the event it should be necessary to produce the above records, a subpoena duces tecum should be directed to [redacted]

Interviewed on 4/18/72 at Raleigh, N. C. File # CE 164-101

by SA RAYMOND MADDEN, JR.:dit Date dictated 4/19/72

FEDERAL BUREAU OF INVESTIGATION

Date 4/21/72

[redacted]
[redacted] Las Vegas, Nevada,
on April 18, 1972, located a carbon copy and two carbons
utilized in the preparation of a sales invoice number 764637
for the purchase of 5.6 gallons on gasoline with total charges
of \$2.57.

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This invoice was charged to RICHARD F. MC COY, JR.,
Bank Americard Number 4763 160 217 773 and bore the signa-
ture of MC COY.

The invoice carried the machine date of November
25, 1972, but had the written date of November 26, 1971.
The license number listed on the carbon copy of the invoice
appeared to be SA 1334 and the carbon utilized for the
preparation of these invoices had the additional notations
"No. Carol", however the above writing was not readily
discernible on the written carbon copy of the invoice.

[redacted] explained that the discrepancy of the
dates could be explained by virtue of the fact that his
station operated on a 24 hour basis with shifts running
from 7:00am to 3:00pm, from 3:00pm to 11:00pm and from
11:00pm to 7:00am. He stated that in view of the fact
November 25, 1971, was a holiday, he did not personally
work that day and as a result, the machine date of November
25, would not have been changed to November 27, 1971, until
9:00am on November 26, when he visited the station to
correlate the receipts for the holiday.

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[redacted] further noted that in all possibility,
the employee handling the actual transaction was on duty
from 11:00pm, November 25, to 7:00am, November 26, and
therefore entered the date as November 26, which would have
been his regular work day and the machine date would not
have been changed until his appearance later as noted above.

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[redacted] stated that a review of the employees
work records for that date indicated that former employee
[redacted] Social Security number [redacted] with

On 4/18/72 at Las Vegas, Nevada File # LV 164-60

by SA H.E. HINDERLITER, JR.:kmc

Date dictated 4/21/72

FEDERAL BUREAU OF INVESTIGATION

Date 4/21/72

[redacted] Las Vegas, Nevada, advised on April 19, 1972, that the handwriting appearing on Bank Americard invoice number 764637 ~~for the sale of 5.6 gallons of gasoline in the amount of \$2.57,~~ appeared familiar to him as his handwriting and it is his impression that he possibly handled that transaction.

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[redacted] advised that normally they are required to enter their initials on the sales transaction, however, this apparently was not done on the above invoice and stated that he normally checks the license plate and state and enters same thereon, which he assumes he may have done in this instance.

[redacted] stated, however, that he did work the 11:00pm shift commencing November 25, 1971, terminated at 7:00am on November 26, 1971, but he does not now specifically recall handling this transaction nor can he describe the vehicle or individuals who may have been involved.

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[redacted] added that he is unable to identify the artist's conception of the individual hijacking the northwest airline flight as anyone known to him.

4/18/72 Las Vegas, Nevada

LV 164-60

On

at

File #

SA H.E. HINDERLITER, JR.:kmc

Date dictated

4/21/72

by

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

FEDERAL BUREAU OF INVESTIGATION

Date 4/13/72

On April 13, 1972, [redacted]
[redacted] Tropicana Hotel - Casino,
Las Vegas, Nevada, caused the hotel registration
records and the arrival records to be checked for
November, 1971, and more specifically November 25,
1971. The names checked were as follows:

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R. MC COY
RICHARD FLOYD MC COY, JR.
DAN COOPER and D. COOPER

[redacted] stated there was no
record that any individual using the above names
registered into the Tropicana Hotel during the month
of November, 1971.

On 4/13/72 at Las Vegas, Nevada File # LV 164-60

by SA MICHAEL G. SIMON:mtc Date dictated 4/13/72

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FEDERAL BUREAU OF INVESTIGATION

Date 4/13/72

Observation by SA MICHAEL G. SIMON
on April 13, 1972 of the Tropicana Hotel - Casino
Guest Registration area reflected that open
public pay telephone 736-9820 is located on
a west wall in a bank of open pay telephones.
Number 736-9820 is the end or north telephone.

On 4/13/72 at Las Vegas, Nevada File # LV 164-60

by SA MICHAEL G. SIMON:mtc Date dictated 4/13/72

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DB COOPER-50088

FEDERAL BUREAU OF INVESTIGATION

Date 4/13/72

On April 13, 1972, [] Westward Ho Motel, Las Vegas, Nevada, was contacted. [] stated that telephone number 043-2378 is a guest billing telephone number for the Westward Ho Motel, and the last three digits 378 indicate that this billing was assigned to room number 378. [] subsequently caused the records of the Westward Ho Motel to be checked for November 2, 1971, for room 378, and developed the following information.

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RICHARD MC COY, 360 South 200 East, Provo, Utah, registered in at 5:22 PM on November 2, 1971, with five in the party. MC COY checked out of the motel on November 3, 1971. MC COY signed the guest registration with the name RICHARD F. MC COY, JR. There is no automobile indicated on the guest registration card. A review of the folio under number 186797 reflects that no outgoing telephone calls were made from room 378 during the period it was occupied by the MC COY party.

It is noted that both the registration card and the folio are numbered the same, that is 186797.

[] will retain the original guest registration card and folio until so advised they are no longer needed by the FBI.

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On 4/13/72 at Las Vegas, Nevada File # LV 164-60
by SA MICHAEL G. SIMON:mtc Date dictated 4/13/72

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SU 164-24

INTERVIEWS OF [REDACTED] OF SUSPECT;
MILDRED R. BURNS, MOTHER-IN-LAW OF SUSPECT;
AND GEORGE J. TZANGAS, ATTORNEY

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SU 164-24

On April 12, 1972, [redacted] of RICHARD FLOYD MC COY, JR., advised Special Agent JAMES A. STEWART at [redacted], Provo, Utah, that she had been contacted by MC COY's attorneys and was advised not to furnish any additional information concerning the hijacking for which MC COY was charged.

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[redacted] advised she recalled MC COY was at home during Thanksgiving, 1971, and she specifically recalled that he helped prepare dinner, stating that to her knowledge they had dinner about 2:00 p.m., which dinner was attended by Mr. and Mrs. MC COY, [redacted] and a guest who was a graduate student that MC COY had invited. She could not recall the name of the graduate student but recalled he was a acquaintance MC COY had met while attending a law enforcement course and was from Thailand, and she believed this individual has returned to Thailand.

[redacted] advised to her recollection MC COY was at home in Provo, Utah, and attended Brigham Young University the day before Thanksgiving, but she could not specifically recall this for a fact. She stated to her knowledge MC COY did not make any trips away from Provo either immediately before or after Thanksgiving.

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FEDERAL BUREAU OF INVESTIGATION

7/6/72

Date of transcription

[redacted], Northwest Canton, Ohio, was interviewed in the present of her attorney GEORGE J. TZANGAS, 454 Citizens Savings Building, Canton, Ohio.

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[redacted] stated that she came to Salt Lake City to testify in the hijacking case of RICHARD FLOYD MC COY, JR., [redacted] and had brought her attorney, Mr. TZANGAS, with her because she felt that MC COY might try to lie about her at the trial.

[redacted] stated that she moved into the MC COY residence in January, 1972, and prior to that period had attended Ricks College in Rexburg, Idaho. She stated that she had entered the Fall term at Ricks College, and had only been in the MC COY residence in Provo, Utah, only a couple of times prior to her moving there in January.

She said that on either Tuesday or Wednesday proceeding Thanksgiving Day, 1971, she came to Provo, Utah, and cannot recall at the time if RICHARD FLOYD MC COY, JR., and his wife were at the residence or if [redacted]. She stated she thinks that MC COY and his wife were at the residence on Thanksgiving Day, and seemed to recall that at the spur of the moment, MC COY and his wife decided to go to Las Vegas, Nevada, and they wanted her to go to Las Vegas with them, but [redacted] stated she did not have any money to spend on gambling. She stated that she cannot recall if RICHARD FLOYD MC COY was at the residence on Wednesday, and said there is no specific incident that she can recall that would place him in the residence on the Wednesday prior to Thanksgiving. She stated she seems to recall that MC COY called the residence to check on [redacted] [redacted] sometime in the evening of Thanksgiving, and stated that it seems to her that they had Thanksgiving dinner earlier, possibly 12:30 P.M. or 1:00 P.M., and that shortly thereafter MC COY and his wife left for Las Vegas. She later pointed out that while they had a Thanksgiving dinner,

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Interviewed on 6/29/72 at Salt Lake City, Utah File # Salt Lake City 164-24 -140
by SA JAMES L. THEISEN / ksa Date dictated 6/30/72
SE 164-81

SU 164-24
SE 164-81

she cannot recall if this dinner was on Thanksgiving Day itself, or the following Sunday. She stated that she would like to help to exactly place the whereabouts of MC COY at that period of time, but is just unable to recall definitely.

[] stated that she does not recall any tie clasps or ties that MC COY had.

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[] stated that MC COY talked a lot about the Seattle hijacking event, and stated that he had a file of newspaper clippings concerning this hijacking. On several occasions he expressed the opinion that he thought it was "sharp that the guy got away."

[] stated that she may have written some letters to [] who lives in Canton, Ohio, and may have described in these letters something about Thanksgiving dinner, and who may have been there. She stated that she will make these letters available to her attorney, GEORGE TZANGAS and would try to make them available to the FBI.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/6/72

MILDRED R. BURNS, 720 Shorb Avenue, Northwest Canton, Ohio, was interviewed at the offices of the U. S. Attorney, Salt Lake City. BURNS was exhibited photographs of a dark blue or black tie, and a tie clasp that appears to have a white round center, approximately the size of a dime.

BURNS stated that she recalls that her son-in-law, RICHARD FLOYD MC COY, JR., had a tie similar to the one depicted in the photograph, and also she recalls that he had a tie clasp similar to the one depicted in the photograph. She stated the reason she remembers these two items being worn by MC COY, is the fact that her favorite colors are black and white, and she recalls that when he visited her home on one occasion, he bent over a coffee table, and the picture stuck in her mind.

Mrs. BURNS stated that she has some letters that [redacted] had written to her during the Thanksgiving, 1971, period and she also thinks that she may have some photographs of MC COY in which he is wearing a tie. She stated that she will make these letters and photographs available to her attorney, GEORGE TZANGAS, who in turn will make them available to the FBI.

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Interviewed on 6/29/72 at Salt Lake City, Utah File # Salt Lake City 164-24-141
by SA JAMES L. THEISEN / ksa Date dictated 6/30/72
SE 164-81

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 7/7/721

Mr. GEORGE J. TZANGAS, Attorney at Law, 454 Citizens Savings Building, 100 Central Plaza South, made available three photographs each depicting an individual identified by Mr. TZANGAS as RICHARD FLOYD MC COY, JR. Mr. TZANGAS was furnished a receipt for these three photographs and on this occasion he advised the photograph with MC COY and [redacted] depicts MC COY wearing a tie, no tie clasp shown, and this tie is one previously given to him as a gift.

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Mr. TZANGAS requested the photographs be returned to him upon completion of their usefulness to the Federal Bureau of Investigation.

Interviewed on 7/3/72 at Canton, Ohio File # Cleveland 164-0-48

by SA [redacted] :msn Date dictated 7/5/72

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SU 164-24

EMPLOYMENT OF KAREN BURNS MC COY, WIFE OF SUSPECT

FEDERAL BUREAU OF INVESTIGATION

4/14/72

Date of transcription

P. 1

Mrs. BESSIE MEILING, Director, Utah County Welfare Department, 260 West 300 North, Provo, Utah, advised as follows:

KAREN BURNS MC COY was employed by that department as a Case Worker from January 3, 1972 to April 7, 1972. She failed to report for work on April 10, 1972. She did not have any days off during the above period of employment. Her salary was \$560.00 per month.

She applied for the above position on Friday, November 19, 1971, and was interviewed at 8:30 A.M., on that date by Mrs. MEILING. During the interview, she told Mrs. MEILING that she planned to leave Provo, Utah, November 22, 1971, for three weeks to go to North Carolina to visit with her husband's family. She said her husband was to follow her to North Carolina on December 10, 1971.

Sometime after Mrs. MC COY was hired, she told Mrs. MEILING that the above mentioned plans to go to North Carolina had not worked out because of an illness in the family. Mrs. MEILING seems to recall hearing that Mrs. MC COY had gone to North Carolina on a later date.

Mrs. MEILING recalls seeing Mrs. MC COY at about 9:00 A.M., April 7, 1972, at the above-mentioned welfare office in Provo. Mrs. MC COY spent most of her time during her employment mentioned-above, at American Fork, Utah, at the Utah State Training School; although she was employee of the County Welfare Department. Mrs. MEILING recalls that Mrs. MC COY had a wrist, believed to be her right wrist, which had given her considerable trouble. Mrs. MC COY indicated that she would apparently have to have surgery on her wrist. The weakness in the wrist was known to Mrs. MEILING for several weeks; the exact number not being recalled. On one occasion, Mrs. MC COY complained to Mrs. MEILING about pain in her wrist, as she had done considerable typing on one particular day.

Interviewed on 4/13/72 at Provo, Utah File # Salt Lake City 164-24; 164-36
by SA LOFTIS J. SHEFFIELD / ksa Date dictated 4/14/72

SU 164-24

SU 164-36

P. 2

Mrs. MC COY, according to the Welfare Department records, was born June 27, 1945, at Pittsburgh, Pennsylvania; was reared in Ohio; and graduated from Brigham Young University, Provo, Utah, in 1968. She appeared to be an intelligent, capable employee, and scored 94 percent on her written test when applying for the job. 94 percent is a very high score on that test.

FEDERAL BUREAU OF INVESTIGATION

4/14/72

P. 1

Date of transcription

[redacted] Chuck Peterson Motors, 400 South University Avenue, Provo, Utah, advised that on April 5, 1972, RICHARD MC COY had his 1969 green Volkswagen, vehicle identification number 119177108 repaired at the above company. She noted the mileage of the car at the time of this repair to be 61,635. The work order was prepared at 8:10 A.M., on that date, and it was noted that an oil filter pipe needed tightening and that the mechanic should check on an oil leak. The repair order reflected that an oil cap gasket was replaced, that a lever on the idle cam was replaced, and that both brake light switches were replaced, as well as a tune-up. The charge included \$16.10 for labor; \$1.90 for oil and grease; \$12.36 for parts; \$1.37 for tacks, making a total of \$31.73.

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The bill was paid by a Master Charge card of MC COY, number 53295 01 46 2886 3 03173, which amount was charged to the Chevron Oil Company inasmuch as Chuck Peterson Motor runs all their charges through Chevron Oil Company. Repairs have also been made by Chuck Peterson Motor on the above-mentioned car on previous occasions.

On November 25, 1970, a muffler was replaced on the car. The mileage at this time was 42,103.

Repairs made on June 23, 1971, for minor repairs were made, and a window crank installed. The mileage at this time was 51,004.

On September 10, 1971, the front wheels were balanced. On this occasion the mileage was noted to be 53,740.

On October 29, 1971, the car heater was repaired, and two hooks for holding seat belts when not in use were replaced. The mileage was noted to be 55,320 on this occasion.

On November 30, 1971, the motor was tuned up, carburetor was repaired, oil leaks and right window defroster were repaired, and the front end was aligned. The mileage was noted to be 57,042.

Interviewed on 4/13/72 at Provo, Utah File # Salt Lake City 164-24; 164-36
by SA LOFTIS J. SHEFFIELD / ksa Date dictated 4/13/72

SU 164-24

On April 18, 1972, Special Agent JAMES L. THEISEN interviewed ROBERT VAN IEPEREN, 880 Sherwood, Salt Lake City, Utah, who advised that RICHARD FLOYD MC COY, JR. likes to wear conservative solid-colored clip-on ties similar to the tie recovered after the hijacking of a Northwest plane on November 24, 1971. VAN IEPEREN stated he had been out socially with MC COY and recalled that at a movie one night MC COY wore a clip-on tie and removed the tie when he sat down to watch the movie. VAN IEPEREN was shown a photograph of the tie clasp recovered in the above described investigation and he stated the clasp looks similar, but he could not say for sure if MC COY had one exactly like it. He said it is the type of tie clasp that MC COY would wear.

VAN IEPEREN's wife, MARY ANN, was interviewed separately and had similar comments to her husband's concerning the tie and tie clasp.

VAN IEPEREN stated MC COY made his first free-fall parachute jump in October, 1971, while on a flight with VAN IEPEREN. He stated MC COY has made numerous military-type jumps and immediately following his first free-fall jump he began practicing jumps with the Alta Parachute Club in Salt Lake City, Utah.

SU 164-24

SE 164-81

AEL:nsb

1

The following investigation was conducted by Special Agent ALVA EARL LOMINACK on August 4, 1972, at Provo, Utah:

[redacted] of CHARLES FLETCHER, Law Enforcement Department, Brigham Young University, advised that according to her records there was only one student from Thailand that attended law enforcement classes with RICHARD FLOYD MC COY, JR., and his name was [redacted]

[redacted] She advised that according to her records he resided at [redacted] Provo, Utah.

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b7c

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 8/15/72

[redacted] advised that he was a student at Brigham Young University working on his masters degree. He stated he remembers RICHARD FLOYD MC COY, JR. and recalled he was at his residence on Thanksgiving Day, 1971. He stated he met MC COY in a law enforcement class, [redacted].

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b7c

He stated MC COY had told him that he had been in Southeast Asia in the military and that he planned to return there after his graduation.

He stated MC COY invited him to his home on Thanksgiving, but he did not remember anything that was said by MC COY or any of the other guests. He stated he spent most of his time playing with [redacted], having arrived at the MC COY residence about 10:00 a.m., and MC COY was there.

Interviewed on 8/11/72 at Provo, Utah File # SU 164-24
SE 164-81

by SA ALVA EARL LOMINACK / nsb Date dictated 8/14/72

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 8/15/72

[redacted] telephone [redacted] advised [redacted] for the MC COY family. She stated she could not remember if [redacted] for them on Thanksgiving Day, 1971. She stated [redacted] at the time, and she could not remember the exact dates. She stated all of [redacted] was done in the MC COY home, and it was never [redacted]

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b7c

She stated that KAREN MC COY [redacted] one day before Thanksgiving, and [redacted] for about [redacted] while KAREN and RICHARD MC COY went to Salt Lake City. She stated she did not know if that is where they went but this is what they told her.

She further advised that she was never around them when they conversed with one another.

Interviewed on 8/11/72 at Provo, Utah File # SU 164-24
SE 164-81
by SA ALVA EARL LOMINACK / nsb Date dictated 8/14/72

FEDERAL BUREAU OF INVESTIGATION

P. 1Date of transcription 8/24/72

[redacted] Provo, Utah,
furnished the following information:

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She advised she is [redacted] and remembers that [redacted] for the RICHARD MC COY family on Thanksgiving Day of 1971. She stated that she was [redacted] on this date and that [redacted] was picked up by one of the MC COY family at approximately 4:00 PM that day.

[redacted] stated that the MC COYs called her prior to their picking up [redacted] and stated they needed [redacted] because they were flying to Las Vegas, Nevada with some friends that evening. She stated she did not know the name of the friends and does not know the time they left for Las Vegas, nor does she remember the time they returned; however, it was late in the night when [redacted] returned home and she would estimate [redacted]

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Interviewed on 8/24/72 at Provo, Utah File # SU 164-24

by SA ALVA EARL LOMINACK / cj Date dictated 8/24/72

8/37/2

Sub RICHARD
FLOYD MC COY
386

AIRTEL

AIRMAIL

TO: SAC, CHARLOTTE (164-101)
FROM: SAC, SALT LAKE CITY (164-24) (P)
RE: NORJAK

Re: Suspect RICHARD FLOYD MC COY, JR.

Enclosed for the Charlotte Division is one copy of Salt Lake City airtel to Seattle, 6/13/72, which contains a review of investigation conducted regarding the pertinent period 11/24/71 and the period immediately preceding and following this date which concerns the activities of suspect MC COY.

Also enclosed for Charlotte are one copy each of FD-302s concerning interviews of MILDRED R. BURNS, mother-in-law of suspect MC COY, and [redacted] of suspect MC COY, on 6/29/72 at Salt Lake City, Utah.

For the information of the Charlotte Division, in past contacts with Bureau Agents Mrs. RICHARD FLOYD MC COY, JR., nee Karen Louise Burns, has been hostile; however, in conversation with U. S. Probation Officer, Salt Lake City, she indicated that in the event MC COY were to receive more than a twenty year sentence she would probably divorce MC COY. It is noted MC COY received a 45 year sentence, and in view of this her attitude may possibly have changed.

It should be noted that extensive investigation has been conducted by several divisions in an effort to positively eliminate MC COY regarding NORJAK; however, his exact whereabouts at 2:00 p.m. on 11/24/71 has not been established.

- 2 - Charlotte (Enc. 3)
- ① - Seattle (164-81)
- 2 - Salt Lake City

RWH:nsb.
(5)

Sub 386
164-81-3755

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| FBI-SEATTLE | |

SU 164-24

LEADS

CHARLOTTE DIVISION

AT COVE CITY, NORTH CAROLINA

Will locate and interview KAREN MC COY, P.O. Box 7, telephone 638-1701, in an effort to positively establish the whereabouts of suspect MC COY on 11/24/71, noting that a collect telephone call was received at the MC COY residence in Provo, Utah, from Las Vegas, Nevada, at 10:41 p.m., 11/25/71, and that MC COY's BankAmericard was utilized between the hours of 11:00 p.m., 11/25/71, and 9:00 a.m., 11/26/71, to purchase gasoline at Las Vegas, Nevada, 11/25/71 being Thanksgiving Day.

SALT LAKE CITY DIVISION

AT SALT LAKE CITY, UTAH

Will prepare and submit report concerning investigation conducted regarding RICHARD FLOYD MC COY, JR. as suspect.

ARMED AND DANGEROUS.

7/5/72

airtel air mail

TO SAC CLEVELAND
FROM SAC SALT LAKE CITY (164-24) (P)
RE NORJAK

RE: RICHARD FLOYD MC COY, JR. -- Suspect

Re Salt Lake City airtel to Seattle, 6/13/72.

Enclosed for Seattle are seven copies and for Cleveland two copies each of two FD-302s, with interviews of [redacted] and MILDRED R. BURNS, 720 Shorb Avenue, Canton, Ohio, who were interviewed subsequent to the trial of RICHARD FLOYD MC COY, JR., 6/29/72.

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LEADS

CLEVELAND

AT CANTON, OHIO

Contact GEORGE J. TZANGAS, 454 Citizens Savings Building, regarding search for photographs of MC COY, and letters from [redacted]

- 2 - Cleveland (Enc. 4)
- ② - Seattle (164-81) (Enc. 14)
- 2 - Salt Lake City

JLT:ksa
(6)

Sub. 386
3664
164-81-3664

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| JUL 10 1972 | |
| FBI - SEATTLE | |

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DB COOPER-50115

FEDERAL BUREAU OF INVESTIGATION

7/6/72

P. 1

Date of transcription

MILDRED R. BURNS, 720 Shorb Avenue, Northwest Canton, Ohio, was interviewed at the offices of the U. S. Attorney, Salt Lake City. BURNS was exhibited photographs of a dark blue or black tie, and a tie clasp that appears to have a white round center, approximately the size of a dime.

BURNS stated that she recalls that her son-in-law, RICHARD FLOYD MC COY, JR., had a tie similar to the one depicted in the photograph, and also she recalls that he had a tie clasp similar to the one depicted in the photograph. She stated the reason she remembers these two items being worn by MC COY, is the fact that her favorite colors are black and white, and she recalls that when he visited her home on one occasion, he bent over a coffee table, and the picture stuck in her mind.

Mrs. BURNS stated that she has some letters that [redacted] had written to her during the Thanksgiving, 1971, period and she also thinks that she may have some photographs of MC COY in which he is wearing a tie. She stated that she will make these letters and photographs available to her attorney, GEORGE TZANGAS, who in turn will make them available to the FBI.

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b7c

Interviewed on 6/29/72 at Salt Lake City, Utah File # Salt Lake City 164-24 Sub 386
SE 164-81-3663
by SA JAMES L. THEISEN / ksa Date dictated 6/30/72

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

DB COOPER 50118

JUL 10 1972
FBI - SEATTLE

FEDERAL BUREAU OF INVESTIGATION

7/6/72

P. 1

Date of transcription

[redacted] Northwest Canton, Ohio, was interviewed in the present of her attorney GEORGE J. TZANGAS, 454 Citizens Savings Building, Canton, Ohio.

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[redacted] stated that she came to Salt Lake City to testify in the hijacking case of RICHARD FLOYD MC COY, JR., [redacted], and had brought her attorney, Mr. TZANGAS, with her because she felt that MC COY might try to lie about her at the trial.

[redacted] stated that she moved into the MC COY residence in January, 1972, and prior to that period had attended Ricks College in Rexburg, Idaho. She stated that she had entered the Fall term at Ricks College, and had only been in the MC COY residence in Provo, Utah, only a couple of times prior to her moving there in January.

She said that on either Tuesday or Wednesday proceeding Thanksgiving Day, 1971, she came to Provo, Utah, and cannot recall at the time if RICHARD FLOYD MC COY, JR., and his wife were at the residence or if [redacted]

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[redacted] She stated she thinks that MC COY and his wife were at the residence on Thanksgiving Day, and seemed to recall that at the spur of the moment, MC COY and his wife decided to go to Las Vegas, Nevada, and they wanted her to go to Las Vegas with them, but [redacted] stated she did not have any money to spend on gambling. She stated that she cannot recall if RICHARD FLOYD MC COY was at the residence on Wednesday, and said there is no specific incident that she can recall that would place him in the residence on the Wednesday prior to Thanksgiving. She stated she seems to recall that MC COY called the residence to check on [redacted] sometime in the evening of Thanksgiving, and stated that it seems to her that they had Thanksgiving dinner earlier, possibly 12:30 P.M. or 1:00 P.M., and that shortly thereafter MC COY and his wife left for Las Vegas. She later pointed out that while they had a Thanksgiving dinner,

Interviewed on 6/29/72 at Salt Lake City, Utah File # Salt Lake City 164-24 Sub 386
by SA JAMES L. THEISEN / ksa Date dictated 6/30/72
SE 164-81-3662

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| JUL 10 1972 | |
| FBI - SALT LAKE CITY | |

SU 164-24
SE 164-81
P. 2

she cannot recall if this dinner was on Thanksgiving Day itself, or the following Sunday. She stated that she would like to help to exactly place the whereabouts of MC COY at that period of time, but is just unable to recall definitely.

→ [] stated that she does not recall any tie clasps or ties that MC COY had.

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[] stated that MC COY talked a lot about the Seattle hijacking event, and stated that he had a file of newspaper clippings concerning this hijacking. On several occasions he expressed the opinion that he thought it was "sharp that the guy got away."

[] stated that she may have written some letters [] who lives in Canton, Ohio, and may have described in these letters something about Thanksgiving dinner, and who may have been there. She stated that she will make these letters available to her attorney, GEORGE TZANGAS and would try to make them available to the FBI.

1015 Second Avenue
Seattle, Washington 98104

July 5, 1972

[Redacted]

Longview, Washington

Dear [Redacted]

I have your note and newspaper
clipping.

Your thoughtfulness in furnishing
this information to me is appreciated.

Very truly yours,

J. E. MILNES
Special Agent in Charge

JEM:gon
(2)

164-81

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Serialized _____
Indexed _____
Filed _____

THE DAILY NEWS
Longview, Washington

29



McCoy on trial 104-93

Richard F. McCoy Jr. leaves U.S. District Court during a skyjack trial which enters its third day today. The 29-year-old, Brigham Young University law enforcement student is charged with hijacking a United Air Lines plane April 7 and billing out over his hometown of Provo, Utah, with \$500,000. (AP Wirephoto)



Longview Wash

The F.B.I. Office
Seattle Washington

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b7c

Sub 386

This is the second ^{Longview Wash} picture of Richard F McCoy Jr. that has reminded me of the "Mock up" of A. B. Casper

164-81 Sub 386
3638

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| JUN 30 1972 | |
| FBI - SEATTLE | |

KAMM

UNITED STATES GOVERNMENT

Memorandum

TO : SAC SEATTLE 164-81

P

DATE: 6-26-72

FROM : SA RICHARD AVERY DYER

SUBJECT: NORJAK

Re memo SA C.E. FARRELL, SE dated 5-31-72

[redacted] Ft Lewis, Washington stated he made inquiry at Gray Army Airfield where all incoming flights are recorded and was able to have records reviewed regarding the manifest records of military flights from 11-22 through 11-24-1971 and was advised there was no record of RICHARD FLOYD MC COY, JR., or an other aliases used by MC COY including the names of DAN COOPER or D. COOPER having landed.

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[redacted] McChord AFB, Washington stated on 6-9-72 that he caused a search of the military manifest records of military flights arriving at Mc AFB during November 22, 23 and 24, 1971 and he was advised there was no record of anyone named RICHARD FLOYD MC COY or any of his known aliases. He said there was no record of a D. COOPER or DAN COOPER as having arrived as a member of any military crew or passenger.

rad

sub 386
164-81-3569

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| JUN 29 1972 | |
| FBI - SEATTLE | |

DB COOPER-50123

6/13/72

AIRTEL

AIR MAIL

TO: SAC, SEATTLE (164-81)
FROM: SAC, SALT LAKE CITY (164-24)(P)
RE: NORJ/K

Re Seattle airtel, dated 5/31/72.

Re: RICHARD FLOYD MC COY, JR. -- Suspect

A review of investigation conducted regarding the pertinent period 11/24/71 and period immediately preceding and following this date reveals the following:

- (1) MC COY wrote unnumbered check payable to Brigham Young University, Provo, Utah, dated 11/23/71, in amount of \$5.00 for cash, signed RICHARD F. MC COY, JR.
- (2) MC COY attended class at Brigham Young University morning of 11/23/71.
- (3) [redacted] of MC COY, currently residing Canton, Ohio, in interview following hijacking of United Air Lines (UAL) plane 4/7/72, stated to best of her recollection, MC COY helped prepare Thanksgiving dinner 11/25/71 between hours of 2:00 and 6:00 pm. [redacted] could not recall MC COY's activities 11/24/71.

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② - Seattle
1 - Las Vegas (164-60)(Info)
2 - Salt Lake City

RWH:mhe
(5)

164-81-3527

sub 386

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| JUN 15 1972 | |
| FBI - SEATTLE | |

[Signature]

DB COOPER-5012

SU 164-24

- (10) Master Charge account maintained by MC COY at Wachovia Bank and Trust Company, Winston-Salem, North Carolina, audited and no significant invoices noted during pertinent period of NORJAK.
- (11) Investigation revealed a collect call was made to MC COY's residence 11/25/71 at 10:41 pm from Las Vegas, Nevada.
- (12) The following airlines records were reviewed in an effort to determine if RICHARD FLOYD MC COY, JR., R. MC COY, D. COOPER, DAN COOPER or a J. JOHNSON utilized Hughes Air West flights from Las Vegas to Portland and return during the pertinent period; UAL flights, noting UAL is not recommended for service between Las Vegas and Portland since there are no direct flights; and Western Airlines indicated no travel of an individual utilizing the above names between Las Vegas, Nevada; Portland, Oregon, and return.
- (13) A review of all pertinent military aircraft records servicing the Portland and Las Vegas areas, with flights originating from Salt Lake City and Las Vegas areas, as well as return flights originating from Portland area, failed to disclose travel by RICHARD FLOYD MC COY, JR., on or about 11/24/71.

LEADS

SALT LAKE CITY

AT SALT LAKE CITY, UTAH

1. Will interview [redacted] of RICHARD FLOYD MC COY, JR., who is being subpoenaed as a necessary Government witness for MC COY's trial 6/26/72 at Salt Lake City, Utah, noting at the time of her interview regarding MC COY's activities on or about 11/24/71 it is not felt by interviewing Agents that she was entirely truthful. Further, it is noted there has been [redacted] wife of MC COY, and it is felt that an interview by Bureau Agents who have previously talked with her will be more productive than having her interviewed immediately at Canton, Ohio.

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SAC, SALT LAKE CITY (164-36)

5/18/72

SAC, SEATTLE (164-93) (RUC)

RICHARD FLOYD MC COY, JR.
CAA - HIJACKING;
INTERFERENCE WITH FLIGHT
CREW MEMBERS
OO: SALT LAKE CITY

Re Salt Lake City Teletype to Director, 4/8/72, and
Salt Lake City Teletype to Director, 4/10/72.

In view of the fact that subject has been identified,
load set out for Seattle to review NORJAK file to determine
if previously carried UNSUB was identical with NORJAK suspect,
will be discontinued.

2 - Salt Lake City
2 - Seattle (1 - 164-93)
1 - 164-81-SUB 386)

DSJ:kn/klb
(4)

164-81-Sub 386

DB COOPER-50128

SAC, SEATTLE (164-81)

5/31/72

SA CHARLES E. FARRELL

NORJAK

Attached is copy of memo prepared by SAC, SEATTLE, 4/20/72, setting forth suggested investigation at Ft. Lewis and Mc Chord AFB.

LEADS

SEATTLE DIVISION

At Ft. Lewis and McChord AFB

Will determine if subject MC COY either under the name RICHARD FLOYD MC COY, JR., R. MC COY, RICHARD FLOYD MC COY, D. COOPER, DAN COOPER or J. JOHNSON, might have had a military flight by the Air National Guard into or out of Ft. Lewis or McChord AFB during the period 11/22, 23 or 24, 1972.

CEF:k1b
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164-81-3377 Sub. 386

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| MAY 31 1972 | |
| FBI-SEATTLE | |

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DB COOPER-50129

5/31/72

AIRTEL

AIRMAIL

TO : SAC, SALT LAKE CITY (164-24)
FROM : SAC, SEATTLE (164-81)
SUBJECT: NORJAK

Re Las Vegas airtel to Seattle and Salt Lake City
4/24/72.

Salt Lake City requested to advise if they have been
able to establish the whereabouts of RICHARD FLOYD MC COY, JR.,
on 11/24/71.

It is noted that according to information set forth
in an FD 302 dated 4/19/72, reflecting interview with [redacted]
[redacted] as forwarded to Salt Lake City by the Charlotte
Division, by their airtel 5/4/72, a check in the amount of
\$5.00 was issued by RICHARD F. MC COY at Brigham Young
University on 11/23/71.

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2 - Salt Lake City
2 - Seattle
CEF:klb
(4)

DB COOPER 50130

164-81-3396 Sub. 386

4/20/72

AIRTEL

TO: DIRECTOR, FBI (164-2111)
(ATTN: FBI LABORATORY)

FROM: SAC, LAS VEGAS (164-60) (P)

RE: NORJAK;
RICHARD FLOYD McCOY, JR.

Sub. 386

Enclosed for the Bureau is carbon copy of BankAmericard invoice and 2 carbons of same for purchases of gasoline at a Power Thrust Service Station, Las Vegas, Nevada, in the name of RICHARD F. McCOY, JR.

The Laboratory is requested to compare the signature RICHARD F. McCOY on the enclosed documents with the handwriting in the military record of RICHARD FLOYD McCOY, JR., Army Service Number RA14796789 and any other known handwriting samples of McCOY submitted in the investigation captioned, "RICHARD FLOYD McCOY, JR.; CAA-HIJACKING; INTERFERENCE WITH FLIGHT CREW MEMBERS."

In the event no identification is effected, enclosed documents should be preserved for possible latent fingerprint examination at a future date if requested by Seattle or Salt Lake City. In this regard, enclosed

- 2 - Bureau (Encl. 3)
- 1 - Portland (164-41)
- 1 - Salt Lake City (164-24)
- X - Seattle (164-81)
- 1 - Las Vegas

HEH:lrw
(6)

Sub. 386
164-81-3375

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| APR 24 1972 | |
| FBI - SEATTLE | |

DB COOPER 50131

SAC, SEATTLE

5/4/72

SAC, CHARLOTTE (164-101)(P)

NORJAK

(OO: SEATTLE)

RE: SUSPECT RICHARD F. MCCOY, JR.

Re Charlotte teletype to Director, 4/13/72;
Charlotte teletype to Director, 4/14/72; Charlotte teletype
to Salt Lake City, 4/17/72; and Charlotte teletype to Salt
Lake City, 4/18/72.

Enclosed for each receiving office are nine
copies each of four FD-302s and one investigative insert
setting forth investigation conducted concerning this
matter at Raleigh, N. C.

ARMED AND DANGEROUS.

- ② - Seattle (Enc. 45)
- 2 - Salt Lake City (Enc. 45)
- 2 - Charlotte

RM:dlt
(6)

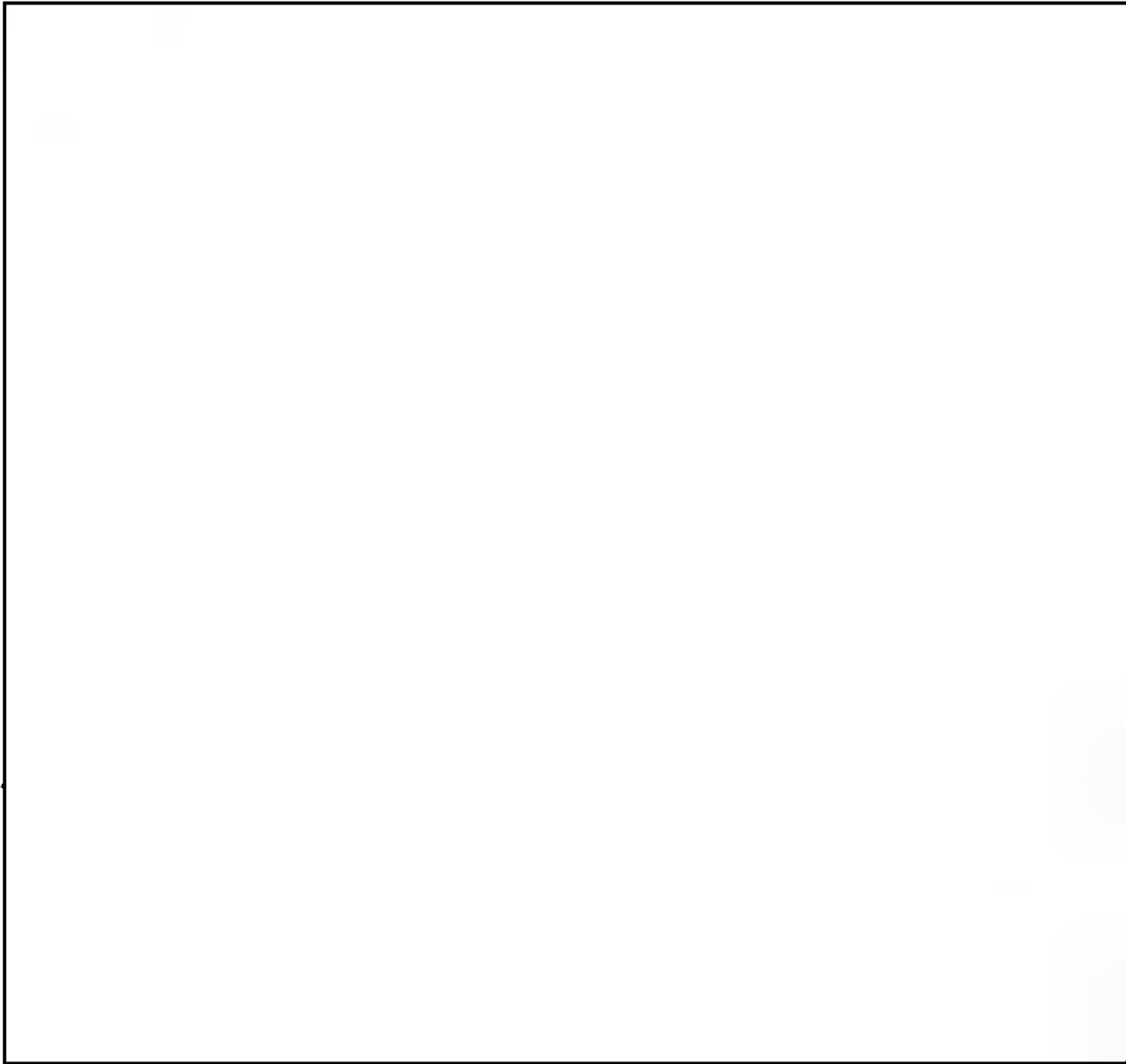
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164-81-3321

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| SERIALIZED | FILED |
| MAY 10 1972 | |
| FBI - SEATTLE | |

[Signature]

DB COOPER 50133

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 4/18/72b6
b7C
b7D

Should it be necessary to produce the above
instruments in court, a subpoena duces tecum should be
issued to [REDACTED]

b6
b7C
b7DInterviewed on 4/14/72 at Raleigh, N. C.

File #

164-81-3320
CE 164-101by SA RAYMOND MADDEN, JR.:dlr

Date dictated

4/17/72

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| SERIALIZED | FILED |
| MAY 1 1972 | |
| FBI - SALT LAKE | |

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 4/17/72

[REDACTED]

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that RICHARD FLOYD McCOY, JR. and his wife, KAREN BURNS McCOY

[REDACTED] when the McCOYS resided in
Raleigh, North Carolina. [REDACTED]

[REDACTED]

[REDACTED] also advised that the McCOYS also have

[REDACTED]

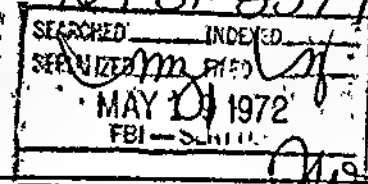
[REDACTED] also noted [REDACTED]

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[REDACTED]

[REDACTED] further advised that should it be
necessary to produce any of the above information in court,
a subpoena duces tecum should be issued to [REDACTED]

[REDACTED]



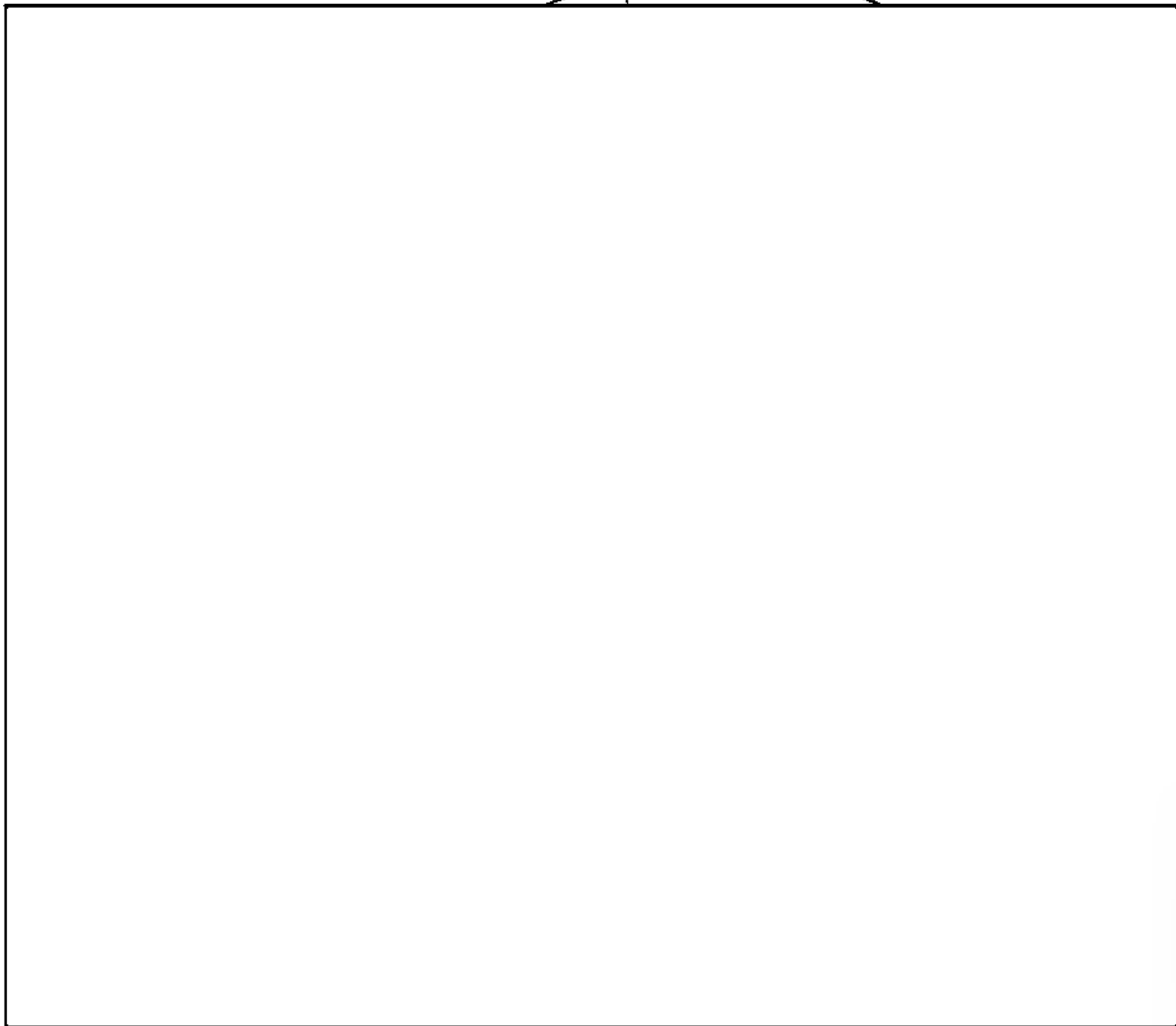
Interviewed on 4/13/72 at Raleigh, N. C.

File # CE 164-101

by SA RAYMOND MADDEN, JR.:dlb

Date dictated 4/16/72

FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 4/19/72b6
b7C
b7D

In the event it should be necessary to produce the
above records, a subpoena duces tecum should be issued to

[Redacted]
[Redacted]

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b7C
b7D

164-81-3318

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| SERIALIZED | FILED |
| MAY 19 1972 | |
| FBI - DALLAS | |

Interviewed on 4/17/72 at Raleigh, N. C. File # CE 164-101by SA RAYMOND MADDEN, JR.:dlr Date dictated 4/18/72

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 4/20/72

[redacted]
 was contacted and advised that at the present time

[redacted]

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b7D

[redacted] further advised that he is personally
 acquainted with McCOY, SR. [redacted]

[redacted] He advised
 he recently spoke with McCOY, SR. concerning his son,
 RICHARD F. McCOY, JR., and that according to McCOY, SR.,
 he was completely shocked and very upset concerning the
 recent arrest of his son by the FBI in conjunction with
 a hijacking of an aircraft.

[redacted] also noted that in general conversation with
 McCOY, SR., he stated that he would possibly [redacted]

b6
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b7D

[redacted]
 [redacted] McCOY, SR.

In the event it should be necessary to produce
 the above records, a subpoena duces tecum should be directed
 to [redacted]

164-81-3317 Sub. 386

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| MAY 1 1972 | |
| FBI - Seattle | |

Interviewed on 4/18/72 at Raleigh, N. C.

File # CE 164-101

by SA RAYMOND MADDEN, JR.:dlt

Date dictated 4/19/72

CE 164-101

RM:dlt

1

The following investigation was conducted by
Special Agent RAYMOND MADDEN, JR. on April 18, 1972:

ADMINISTRATIVE:

[redacted]
[redacted], confidentially advised that telephone
[redacted] was subscribed to by a RICHARD F. McCOY, SR.,
Wimbelton Road, Raleigh, North Carolina, and has recently
been disconnected.

A review of [redacted]
[redacted]

b6
b7C
b7D

Sub. 38
164-81-3316

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| MAY 10 1972 | |
| FBI - SEATTLE | |

DB COOPER-50138



FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Las Vegas (164-60)

Date: April 27, 1972

Re: NORJAK

J. Edgar Hoover
John Edgar Hoover, Director

FBI File No. 164-2111
Lab. No. D-720425034 LL

Examination requested by: Las Vegas

References: Airtel 4/20/72

Examination requested: Document

Remarks:

In accordance with the instructions contained in
reairtel, Q42 was not treated for latent fingerprints.

Enclosures (3) (Q42, 2 Lab report)

- ② - Seattle (164-81) Enclosures (2) (2 Lab report)
- 1 - Salt Lake City (164-24) Enclosure (Lab report)
- 1 - Portland (164-41) Enclosure (Lab report)

Sub. 386

164-81-3312

DO NOT INCLUDE ADMINISTRATIVE
PAGE(S) INFORMATION IN
INVESTIGATIVE REPORT

ADMINISTRATIVE PAGE

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| SERIALIZED <i>m</i> | FILED <i>m</i> |
| MAY 8 1972 | |
| FBI - SEATTLE | |

DB COOPER 50139

REPORT
of the



FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Las Vegas (164-60)

Date: April 27, 1972

FBI File No. 164-2111

Re: NORJAK

Lab. No. D-720425034 LL

Specimens received 4/24/72

Q42 Carbon copy and two carbons of BankAmericard invoice for account #4763 160 217 773 in the name of Richard F. McCoy, Jr., bearing dates 11/25/71 and 11/26/71

Result of examination:

It was concluded that the Richard F. McCoy, Jr. signature on Q42 was prepared by RICHARD FLOYD MC COY, JR., whose known signatures appear on K1 in the case "RICHARD FLOYD MC COY, JR.; United Airlines Flight 855 Denver, Colorado, to Los Angeles, California, 4/7/72; CAA - Hijacking."

Q42 was photographed and is returned herewith.

164-81-334 Sub-386

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| MAY 8 1972 | |
| FBI - SEATTLE | |

5/2/72

AIRTEL

AIRMAIL

TO : SAC, SEATTLE (164-81)
FROM : SAC, INDIANAPOLIS (164-62) (RUC)
SUBJECT: UNSUB, aka
Dan Cooper
NORTHWEST AIRLINES FLIGHT 305
PORTLAND TO SEATTLE
11/24/71
CAA - HIJACKING; EXTORTION
OO: Seattle

(BUFILE: 164-2111)

It is noted by the Indianapolis Division that the photograph of RICHARD FLOYD MC COY, JR., which appeared in the Indianapolis News, is very similar in appearance to the artist's conception of unsub.

MC COY recently apprehended at Provo, Utah by the Salt Lake City Division for similar violation.

The foregoing information is set forth for evaluation by Seattle for relevance to captioned matter.

No further investigation being conducted by Indianapolis at this time.

2 - Seattle
1 - Salt Lake City (info.)
1 - Indianapolis
JFB/mjc
(4)

Sub 386
164-81-3039

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| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| MAY 5 1972 | |
| FBI - SEATTLE | |

DB COOPER-50141

4/28/72

AIRTEL

TO: DIRECTOR, FBI (164-2111)
FROM: SAC, CHARLOTTE (164-101)
NOBJAK

Re suspect RICHARD FLOYD MC COY, JR.

Enclosed for the Bureau is a copy of a page advertisement which appeared in the 4/13/72 edition of "The Sun-Journal" New Bern, N. C. Enclosed for Seattle and Salt Lake City is one copy each of the above add and one copy each of two inserts reflecting investigation at Raleigh, N. C.

It is noted that the newspaper add is an appeal for friends to contribute to the legal defense of RICHARD FLOYD MC COY, JR.

UACB, Charlotte will not interview MC COY's parents at this time.

2-Bureau (Enc. 1)
2-Seattle (164-81) (Encs. 3)
2-Salt Lake City (164-24) (Encs. 3)
2-Charlotte

GBS:tld
(8)

164-81-3034 Sub. 386

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| MAY 4 1972 | |
| FBI - SEATTLE | |

DB COOPER-50142

THE SUN-JOURNAL, NEW BERN, N. C.

THURSDAY, APRIL 13, 1972

PLEASE HELP

The family of Richard Floyd McCoy, Jr., who is a native of Craven County in the Cove City area, are asking friends who would like to contribute to his legal defense, to send funds to Russell E. McCoy, Box 7, Cove City, N. C.

He has served his country in the army nine years and has three different missions to Vietnam. He was in the Special Forces, a helicopter pilot and suffered head wounds in action and underwent head surgery. He was awarded the Purple Heart and many other decorations.

He was attending Brigham Young University, Provo, Utah, as a law enforcement officer, and was to graduate in August 1972. His only funds for support was the G.I. bill. He has two minor children, ages 2 and 4, and his wife is in the hospital.

Your help will be greatly appreciated.

Sub. 386

164-81-3033

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SERIALIZED _____ FILED _____

MAY 4 1972

FBI - SEATTLE

DB COOPER-50143

CE 164-101

MEH:gs

1

The following investigation was conducted by SC
MARION E. HILLIARD at Raleigh, North Carolina:

[redacted] Credit Bureau, Raleigh, North Carolina, advised on April 13, 1972, that RICHARD FLOYD MC COY, and [redacted] address [redacted] Raleigh, North Carolina, has been known to the Credit Bureau since May of 1969, file last checked in June of 1970. Prior address 3114 Sherrill Drive, Raleigh, North Carolina, employment at North Carolina State University, Raleigh, North Carolina, as a military custodian since 1967, Social Security Number 241-14-7084. In September of 1971, Wachovia Bank and Trust Company, Raleigh, North Carolina, made an inquiry. b6 b7C

In 1969, the Credit Bureau received information from MYRTLE HELEN MC COY, address Route 1, Box 57, Cove City, North Carolina, Social Security Number 219-16-9330, telephone number 919-638-1801. MYRTLE HELEN MC COY advised the Credit Bureau she would not be responsible for the debts of RICHARD FLOYD MC COY, SR., her ex-husband, and she stated that she owned property at 3114 Sherrill Drive, Pine Knoll Valley, Raleigh, North Carolina, and that she is in school and her prior employment was with Westinghouse Meter Plant, Raleigh, North Carolina. She has [redacted] further stated that she does not know why MYRTLE HELEN MC COY stated that she has [redacted] b6 b7C

[redacted] further advised that RICHARD FLOYD MC COY, JR. and [redacted] have been known to the Credit Bureau since June of 1968. Permanent address of RICHARD FLOYD MC COY, JR. listed as Route 5, Box 378, Raleigh, North Carolina, occupation Chief Warrant Officer, as a helicopter pilot in the United States Army, Social Security Number 268-40-9636. In 1968, the records reflect that he was stationed in Germany with prior station in Vietnam. [redacted] in 1968 was [redacted], Utah address [redacted] Utah. Sub. 386

[redacted] Police Department, Raleigh, North Carolina, advised April 13, 1972, that RICHARD FLOYD MC COY, JR. has the following record with his department:

DATE

CHARGE

DISPOSITION

6/12/59

Running red light

9/5/57

Speeding

3/7/61

Mutilated driver's license

| | |
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| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| MAY 4 1972 | |
| FBI - SEATTLE | |

DB COOPER 50144

CE 164-101

MEH:gs

2

| <u>DATE</u> | <u>CHARGE</u> | <u>DISPOSITION</u> |
|-------------|--------------------------------|--------------------|
| 7/12/61 | Careless and reckless driving | Not guilty |
| 7/12/61 | Illegal possession of firearms | Costs |
| 1/10/66 | Speeding | Costs |

[redacted] further advised that RICHARD FLOYD MC COY, SR. on August 4, 1956, was found guilty of speeding.

b6
b7c

MYRTLE H. MC COY on December 28, 1964, was fined the cost of court for speeding. On February 4, 1968, she was fined cost of court for running a red light. On July 1, 1957, she was fined cost of court for running stop sign and not having a valid driver's license.

[redacted] further advised that his records are negative concerning [redacted]

Credit information should be used for lead information only.

(164-101) (lcc to (164-108)

The following investigation was conducted by SC MARION E. HILLIARD at Raleigh, N.C.

[redacted] North Carolina Department of Motor Vehicles, Raleigh, N.C., advised on 4-13-72, that RICHARD FLOYD MC COY, SR., a white male born 2-14-16, address 784 B, Hawes Court, Raleigh, N.C., was issued operator's license number 1129497 on 2-9-70, a duplicate of same on 6-17-71, which will expire on 2-14-74.

RICHARD FLOYD MC COY, JR., a white male born 12-7-42, address Route 5, Box 373, Raleigh, N.C., was issued operator's license number 1964810 on 3-27-70, which will expire on 12-7-74. On 8-5-70, RICHARD FLOYD MC COY, JR., was issued operator's license in the State of California.

[redacted] a white female born [redacted] address [redacted], Raleigh, N.C., was issued operator's license number [redacted] a duplicate of same on [redacted] which will expire on [redacted].

MYRTLE MC COY MC COY, a white female born 8-23-22, address Route 1, Box 67, Cove City, N.C., was issued operator's license number 951290 on 6-26-70, which will expire on 8-23-74.

MEH/

Sub. 38
164-81-3037

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| SERIALIZED | FILED |
| MAY 4 1972 | |
| FBI - SEATTLE | |

DB COOPER-50146

4/24/72

AIRTEL

AIRMAIL

TO: SAC, SEATTLE (164-81)
FROM: SAC, LAS VEGAS (164-60)(P)

SUBJECT: NORJAK

Enclosed for Seattle only are two copies of
FD-302s of Deputy [redacted] and Sergeant [redacted]
[redacted] dated April 10, 1972, Reno, Nevada.

b6
b7C

Enclosed for Seattle and Salt Lake City are
three FD-302s dated 4/13/72, reflecting interviews
and investigation by SA MICHAEL G. SIMON at Las Vegas.
Also enclosed are FD-302 interviews of [redacted]
and [redacted] at Las Vegas on 4/18/72.

- 2 - Seattle (164-81) (Encl. 14)
- 2 - Salt Lake City (164-24) (Encl. 10)
- 1 - Las Vegas

HEH:kmc
(5)

Sub. 386

164-81-3002

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| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 28 1972 | |
| FBI - SEATTLE | |

DB COOPER-50147

FEDERAL BUREAU OF INVESTIGATION

Date 4/12/72

Deputy Washoe County Sheriff's Office furnished Special Agent (SA) DENNIS J. BARRY, JR, with a parachute that was found in the vicinity of Lemmon Valley, Nevada, on April 8, 1972. This parachute was found on the ground in a disarrayed manner with no pack or holding device near it. The following appeared on a portion of this parachute:

b6
b7c

"Canopy ASSY DWG, No. 48E7639-1, Order No. AF 33(038)-6575, Serial No. AF 49-205NG, Date of Mfg., Feb. 1950, Mfg'd by Irving Air Chute Co., Inc., Mfg. No., 115590."

SA BARRY obtained a Washoe County Sheriff's Department Chain of Custody Receipt from Deputy regarding this parachute.

Sub 386

164-81-3001

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| SERIALIZED | FILED |
| APR 28 1972 | |
| FBI - RENO | |

[Signature]

On 4/10/72 at Reno, Nevada File # LV 164-60

by SA DENNIS J. BARRY, JR.:kmc Date dictated 4/11/72

FEDERAL BUREAU OF INVESTIGATION

Date 4/13/72

Sergeant [] Air National Guard, Reno, Nevada, examined a disarrayed parachute that was found near Lemmon Valley, Nevada on April 8, 1972, and turned over to the Washoe County Sheriff's Office, Identification appearing on a portion of this parachute was as follows:

b6
b7C

Canopy Assy. DWG. No. 48E7639-1
Order No. AF33 (038) - 6575
Serial No. AF 49-205 NF
Date of mfg. FEB. 1950
Mfg'd by IRVING Air Chute Co., Inc.
Mfg. No. 115590

Sergeant [] after examining this parachute, advised that numerous hand stitchings appearing on this parachute would indicate that it was used as a tent or some form of shelter and that it had been exposed to all kinds of weather for at least five or six years.

Sub. 386
164-81-3000

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| MAY 8 1972 | |
| FBI - DENVER | |

Q10

On 4/10/72 at Reno, Nevada File # LV 164-60

by SA DENNIS J. BARRY, JR.:bsh Date dictated 4/11/72

FEDERAL BUREAU OF INVESTIGATION

Date 4/13/72

On April 13, 1972, [redacted]
[redacted], Tropicana Hotel - Casino,
Las Vegas, Nevada, caused the hotel registration
records and the arrival records to be checked for
November, 1971, and more specifically November 25,
1971. The names checked were as follows:

R. MC COY
RICHARD FLOYD MC COY, JR.
DAN COOPER and D. COOPER

[redacted] stated there was no
record that any individual using the above names
registered into the Tropicana Hotel during the month
of November, 1971.

Sub. 386
164-81-2999

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|--------------|---------|
| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 29 1972 | |
| FBI - SCHILL | |

[Signature]

On 4/13/72 at Las Vegas, Nevada File # LV 164-60

by SA MICHAEL G. SIMON:mtc Date dictated 4/13/72

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

DB COOPER-50150

FEDERAL BUREAU OF INVESTIGATION

Date 4/13/72

Observation by SA MICHAEL G. SIMON
on April 13, 1972 of the Tropicana Hotel - Casino
Guest Registration area reflected that open
public pay telephone 736-9820 is located on
a west wall in a bank of open pay telephones.
Number 736-9820 is the end or north telephone.

Sub. 386
164-81-2448

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| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 29 1972 | |
| FBI - LAS VEGAS | |

[Signature]

On 4/13/72 at Las Vegas, Nevada File # LV 164-60

by SA MICHAEL G. SIMON:mtc Date dictated 4/13/72

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

DB COOPER-50151

FEDERAL BUREAU OF INVESTIGATION

Date 4/13/72

On April 13, 1972, [redacted]
[redacted] Westward Ho Motel, Las Vegas, Nevada, was contacted. [redacted] stated that telephone number 043-2378 is a guest billing telephone number for the Westward Ho Motel, and the last three digits 378 indicate that this billing was assigned to room number 378. [redacted] subsequently caused the records of the Westward Ho Motel to be checked for November 2, 1971, for room 378, and developed the following information.

b6
b7c

RICHARD MC COY, 360 South 200 East, Provo, Utah, registered in at 5:22 PM on November 2, 1971, with five in the party. MC COY checked out of the motel on November 3, 1971. MC COY signed the guest registration with the name RICHARD F. MC COY, JR. There is no automobile indicated on the guest registration card. A review of the folio under number 186797 reflects that no outgoing telephone calls were made from room 378 during the period it was occupied by the MC COY party.

It is noted that both the registration card and the folio are numbered the same, that is 186797.

[redacted] will retain the original guest registration card and folio until so advised they are no longer needed by the FBI.

b6
b7cOn 4/13/72 at Las Vegas, NevadaFile # LV-164-60by SA MICHAEL G. SIMON:mtcDate dictated 4/13/72

Sub. 386
164-81-2997

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|---------------|---------|
| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 19 1972 | |
| FBI - SEATTLE | |

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

DB COOPER-50152

FEDERAL BUREAU OF INVESTIGATION

Date 4/21/72

[redacted] Las Vegas, Nevada,
on April 18, 1972, located a carbon copy and two carbons
utilized in the preparation of a sales invoice number 764637
for the purchase of 5.6 gallons on gasoline with total charges
of \$2.57.

This invoice was charged to RICHARD F. MC COY, JR.,
Bank Americard Number 4763 160 217 773 and bore the signa-
ture of MC COY.

The invoice carried the machine date of November
25, 1972, but had the written date of November 26, 1971.
The license number listed on the carbon copy of the invoice
appeared to be SA 1334 and the carbon utilized for the
preparation of these invoices had the additional notations
"No. Carol", however the above writing was not readily
discernible on the written carbon copy of the invoice.

[redacted] explained that the discrepancy of the
dates could be explained by virtue of the fact that his
station operated on a 24 hour basis with shifts running
from 7:00am to 3:00pm, from 3:00pm to 11:00pm and from
11:00pm to 7:00am. He stated that in view of the fact
November 25, 1971, was a holiday, he did not personally
work that day and as a result, the machine date of November
25, would not have been changed to November 27, 1971, until
9:00am on November 26, when he visited the station to
correlate the receipts for the holiday.

[redacted] further noted that in all possibility,
the employee handling the actual transaction was on duty
from 11:00pm, November 25, to 7:00am, November 26, and
therefore entered the date as November 26, which would have
been his regular work day and the machine date would not
have been changed until his appearance later as noted above.

[redacted] stated that a review of the employees
work records for that date indicated that former employee
[redacted] Social Security number [redacted] with 164-81-2996

On 4/18/72 at Las Vegas, Nevada File # LV 164-60

by SA H.E. HINDERLITER, JR.:kmc

Date dictated 4/21/72

Sub 164-81-2996

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| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 27 1972 | |
| FBI - DENVER | |

4/21/72

FEDERAL BUREAU OF INVESTIGATION

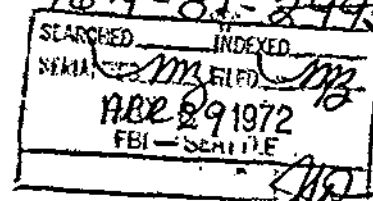
Date 4/21/72

[redacted] Las Vegas, Nevada, advised on April 19, 1972, that the handwriting appearing on Bank Americard invoice number 764637 for the sale of 5.6 gallons of gasoline in the amount of \$2.57, appeared familiar to him as his handwriting and it is his impression that he possibly handled that transaction.

[redacted] advised that normally they are required to enter their initials on the sales transaction, however, this apparently was not done on the above invoice and stated that he normally checks the license plate and state and enters same thereon, which he assumes he may have done in this instance.

[redacted] stated, however, that he did work the 11:00pm shift commencing November 25, 1971, terminated at 7:00am on November 26, 1971, but he does not now specifically recall handling this transaction nor can he describe the vehicle or individuals who may have been involved.

[redacted] added that he is unable to identify the artist's conception of the individual hijacking the northwest airline flight as anyone known to him.



On 4/18/72 at Las Vegas, Nevada File # LV 164-60
by SA H.E. HINDERLITER, JR.:kmc Date dictated 4/21/72

4/27/72

AIRTEL

TO: SAC, SEATTLE (164-81)
FROM: SAC, CHICAGO (164-297) (P)
SUBJECT: NORJAK
RICHARD FLOYD MC COY, JR., aka
Dan Cooper
D. Cooper
J. Johnson

Re San Francisco tel 4/19/72.

UAL

[redacted] United Air Lines (UAL), Elk Grove, Illinois, advised UAL offers no connecting flights from Las Vegas to Portland during November, 1971, and was not a recommended service for those points. A review of the Official Airline guide for August, 1971, through December, 1971, recommends service between Las Vegas and Portland by a three Air West flights and two Western flights, all of which offer direct service between Las Vegas and Portland and are only carriers recommended for service between these points. UAL is not recommended for service between Las Vegas and Portland. In view of this, lead set forth in referenced tel not being covered UAL.

b6
b7c

- ② - Seattle
1 - Salt Lake City (164-24)
1 - San Francisco (164-220)
1 - Chicago

JWM/pjs
(5)

164-81-2990-
Sub. 386
SEARCHED INDEXED
SERIALIZED FILED
APR 20 1972
FBI - SEATTLE

DB COOPER-50156

Airtel

4-27-72

To: SAC, Seattle (164-81)

From: Director, FBI (164-2111)

MURJAK

Retelcal from SA Robert H. Matheson, Jr.,
General Investigative Division, on 4-27-72.

Latent prints previously reported this
case not identical major case prints Richard Floyd
McCoy, FBI #919406J2.

- 1 - Portland (164-41)
- 1 - Salt Lake City

Sub. 386

164-81-2966

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| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 27 1972 | |
| FBI - SEATTLE | |

[Handwritten signatures and initials over the stamp]

DB COOPER-50157

Airtel

4-27-72

To: SACs, Las Vegas (164-60)
Seattle (164-81)

From: Director, FBI (164-2111)

NORJAK;
RICHARD FLOYD MC COY, JR.

ReLVairtel April 21, 1972, resubmitting
eleven cards bearing thirteen transparent lifts.

Latent prints on lifts lack sufficient
characteristic ridge detail to be of value for
identification purposes.

Results of Laboratory examinations and
disposition other submitted items subjects separate
Laboratory report.

Lifts enclosed to Las Vegas.

Enc. (13)

1 - Portland (164-41)

164-81-2965 Sub. 386

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| SERIALIZED <i>m</i> | FILED <i>m</i> |
| MAY 9 1972 | |
| FBI - SEATTLE | |



FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Salt Lake City (164-36)

Date: April 21, 1972

Sub-386 McCoy

Re: RICHARD FLOYD MC COY, JR.;
CAA - HIJACKING;
INTERFERENCE WITH FLIGHT CREW MEMBERS

J. Edgar Hoover
John Edgar Hoover, Director

OO: Salt Lake City

FBI File No. 164-2343
Lab. No. D-72 04 17 011 HX

Examination requested by: Salt Lake City

Reference: Airtel 4/12/72

Examination requested: Document

Remarks:

Comparison of documentary evidence in the
above-captioned case with questioned documents in NORJAK,
disclosed nothing of significance.

This communication confirms and supplements
information telephonically furnished to SAC Calane by:
SA Palmer G. Tunstall of the Laboratory on 4/19/72.

Enclosures (5) (K3 through K5, 2 Lab report)

① - Seattle (164-81) Enclosure (Lab report)

Lu B.

DO NOT INCLUDE ADMINISTRATIVE
PAGE(S) INFORMATION IN
INVESTIGATIVE REPORT

ADMINISTRATIVE PAGE

Sub. 386
164-81-2833

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| SERIALIZED <i>m</i> | FILED <i>by</i> |
| APR 21 1972 | |
| FBI - SEATTLE | |

REPORT
of theFEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Salt Lake City (164-36)

Date: April 21, 1972

Re: RICHARD FLOYD MC COY, JR.;

FBI File No. 164-2343

CAA - HIJACKING;

Lab. No. D-72 04 17 011 HX

INTERFERENCE WITH FLIGHT CREW MEMBERS

Specimens received 4/14/72

- K3 Ten sheets of paper bearing impressions from Smith-Corona Electra 120 semi-automatic electric typewriter, Serial Number 6LEV-121748
- K4 Five sheets of paper bearing impressions from Smith-Corona semi-automatic electric typewriter, Serial Number 6SE-217631
- K5 One sheet of ruled white paper bearing impressions from Smith-Corona Coronet Electric typewriter belonging to Karen McCoy

Result of examination:

It was determined that the typewriting on specimens Q2, Q3 and Q11, previously received from your office, was prepared on the typewriter used in the preparation of specimen K3.

Specimens K3 through K5 are enclosed. Specimen K3 was photographed.

164-81-4882 Sub. 386

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| SERIALIZED <i>m</i> | FILED <i>m</i> |
| APR 21 1972 | |
| FBI - SEATTLE | |



NR011 CE PLAIN

5:46 PM NITEL 4-24-72 JEH

TO SALT LAKE CITY (164-24)

SEATTLE (164-81)

FROM CHARLOTTE (164-101) (P) IP

NORJAK.

RE SUSPECT RICHARD FLOYD MC COY, JR.

ON APRIL TWENTY LAST A KNOWLEDGEABLE SOURCE FURNISHED

[REDACTED]

b6
b7C
b7D

[REDACTED]

NO ACTIVITY

NOTED PRIOR TO NORJAK. [REDACTED]

[REDACTED]

[REDACTED]

MAINTAINED IN SEPARATE ONE-A IN CHARLOTTE FILE.

END.

VAB

FBI SEATTLE CLR.

Sub. 386
164-81-2877

| | |
|---------------|---------|
| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 24 1972 | |
| FBI - SEATTLE | |

[Signature]

DB COOPER-50162

NR 003 LV PLAIN

7:42355 PM URGENT 4-18-72 EB

TO DIRECTOR, FBI 164-2111

LOS ANGELES

SALT LAKE CITY

SAN FRANCISCO

PORTLAND

SEATTLE ALL OFFICES VIA WASHINGTON

FROM LAS VEGAS 164-60

NORJAK

RE RICHARD FLOYD MC COY, JR., AKA DAN COOPER, D. B. COOPER,
D. COOPER, J. JOHNSON - SUSPECT.

RE SALT LAKE CITY TEL APRIL SEVENTEEN LAST.

SALT LAKE CITY TELCALL APRIL SEVENTEEN LAST NOTES POSSIBILITY
MC IOY DROVE FROM SALT LAKE CITY TO LAS VEGAS, FLEW TO PORTLAND
TO COMMIT HIJACKING, RETURNED TO LAS VEGAS, AND DROVE BACK TO
SALT LAKE CITY. INVESTIGATION INDICATES COLLECT CALL TO MC COY'S
RESIDENCE NOVEMBER TWENTY-FIVE LAST AT TEN FORTY-ONE PM FROM
LAS VEGAS AS WELL AS GAS PURCHASE IN LAS VEGAS SAME DATE USING
BANK AMERICARD.

RECORDS, WESTWARD HO MOTEL, LAS VEGAS, CHECKED FOR ENTIRE
MONTH OF NOVEMBER, SEVENTY-ONE AND NO REGISTRATION LOCATED FOR
MC COY UNDER KNOWN NAMES AND ALIASES OTHER THAN RESERVATION ON
NOVEMBER TWO, PREVIOUSLY DESCRIBED. ALL AIRLINE MANIFESTS THAT
HAVE FLIGHTS TO PORTLAND FROM LAS VEGAS DESTROYED AFTER
NINETY DAYS.

END PAGE ONE

Sub. 386
164-81-2876

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| APR 18 1972 | |
| FBI - SEATTLE | |

DB COOPER 50163

NR002 LV PLAIN

637 PM URGENT 4-20-72 SGT
TO DIRECTOR (164-2111)
SEATTLE (164-81)
SALT LAKE CITY (164-24)
FROM LAS VEGAS (164-60)

NORJAK. RE: RICHARD FLOYD MC COY, JR. - SUSPECT.

RE LAS VEGAS TEL APRIL NINETEEN LAST.

LT. COL. [REDACTED] NELLIS

AIR FORCE BASE, ADVISED SEARCH OF RECORDS FOR OUTGOING AIRCRAFT
TO THE PORTLAND, OREGON, AREA DURING THE MONTH OF NOVEMBER,
SEVENTY-9, NE, NEGATIVE. NO RECORD OF MC COY ON ANY FLIGHT
MANIFEST LEAVING NELLIS FOR SAME PERIOD.

CARBON COPY OF BANK AMERICARD INVOICE OF CAR FOR MC COY
AND TWO CARBON OF SAME FOR PURCHASES OF GASOLINE AT POWER
THRUST SERVICE STATION, LAS VEGAS, NEVADA, FORWARDED TO BUREAU
THIS DATE.

PENDING.

3 ND

164-81-2875 Sub. 386

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| APR 20 1972 | |
| FBI - SEATTLE | |

FILE (164-81)

4/20/72

SAC, SEATTLE

NORJAK

On 4/19/72 SAC CALAME called from Salt Lake City.

He advised that they had been unable to establish the whereabouts of RICHARD FLOYD McCOY on 11/24/71, the day of the hijacking. They have noted that gas purchases were made with his credit card at Provo, Utah; Cedar City, Utah -and at Las Vegas, Nevada, for his automobile on 11/25/71, the last one being made at Las Vegas, Nevada, some time between 11:00 PM on 11/25/71, and 9:00 AM on 11/26/71. Further, McCOY and his wife are inveterate users of credit cards, purchasing meals and other small items on credit cards, but they have been unable to locate any purchases on the credit cards for 11/24/71.

A long distance telephone call was made from a public phone in the Tropicana Motel at Las Vegas to McCOY's home in Provo collect on 11/25/71. I suggested to them that they have Las Vegas find out who made the call since the Telephone Company maintains records on the identity of the caller.

They advised that ROBERT VAN IEPEREN when shown the photograph of the necktie and tie clip found in the Northwest Airlines plane related that he had seen McCOY wear similar ties. In addition, he said the tie clasp looks familiar but he cannot say for sure if McCOY had one exactly like it.

During the conversation SAC CALAME suggested, and I agree, that we should check with the Army at Fort Lewis and at McChord AFB to see if McCOY could have made any flights on a military plane arriving at McChord or Fort Lewis on November 22, 23 or 24, 1971, or made any flight from there on those dates or November 25 or 26, 1971.

In addition, steps should be initiated at once through the appropriate airline to determine if McCOY using the name R. McCOY, RICHARD FLOYD McCOY, D. COOPER, DAN COOPER or J. JOHNSON, made any flights from either Seattle or Portland to San Francisco, Los Angeles, or Las Vegas subsequent to 8:15 PM on 11/24/71. This should be done at once.

JEM:eon
(3)

DB COOPER 50167

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| APR 20 1972 | |
| FBI - SEATTLE | |

7 Sub 386

164-81-2874

NR 011 PD PLAIN

8:53 PM URGENT 4-21-72 RMB

TO: SALT LAKE CITY (164-24)

SEATTLE (164-81)

FROM: PORTLAND (164-41) (0)

MORJAK

RE SUSPECT RICHARD FLOYD MC COY, JR.

RECORDS OF THE THREE SEPARATE MILITARY UNITS AT PORTLAND INTERNATIONAL AIRPORT (01A) CHECKED, DISCLOSED NO RECORD OF ANY FLIGHT MADE DURING PERTINENT PERIOD BY SUSPECT MC COY.

RECORDS OF UNITED AIR LINES AND AIR WEST FOR PORTLAND FLIGHTS TO LAS VEGAS BEING CHECKED ELSEWHERE. WESTERN AIR LINES RECORDS AT PORTLAND FAIL TO SHOW ANY FLIGHT MADE BY SUSPECT MC COY DURING PERTINENT PERIOD.

3 ND

GOOD FOR THREE FM PD

TIM

FBI SEATTLE

LC

R

Sub. 386
164-81-2873

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| APR 21 1972 | |
| FBI - SEATTLE | |

7

FILE (164-81)

4/21/72

SAC, SEATTLE

NORJAK

On 4/29/72 SAC CALAME from Salt Lake City called and while on the phone I talked to SA JIM THEISEN.

They related that McCOY had brown hair. They recalled that some brown hair was found on the back of the seat in which the UNSUB sat. THEISEN was advised that this hair was very likely in possession of Las Vegas. He advised that he would obtain a sample of McCOY's hair and have Las Vegas forward the sample they have to the Bureau for comparison. They also mentioned that since there were some smudges of fingerprints found in the plane by Las Vegas, they would have the Bureau examine them and compare them with McCOY's fingerprints to see if identifiable.

JEM:eon
(3)

Sub. 7
164-81-2892

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| APR 20 1972 | |
| FBI - SEATTLE | |

JLB

DB COOPER-50169

NR 001 LV PLAIN

1:13 PM URGENT 4-21-72 B

TO DIRECTOR 164-2111

SALT LAKE CITY 164-24

SEATTLE 164-81

FROM LAS VEGAS 164-60

1 P

NORJAK

RE SALT LAKE CITY TEL, APRIL SEVENTEEN, LAST.

LAS VEGAS, INDICATE

b7D

AND SHOULD BE ON FILE, THEIR RECORDS.

SLC, HANDLE.

END

VAB

FBI SEATTLE

DB COOPER-50170

Sub. 386
164-81-2820

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| APR 21 1972 | |
| FBI - SEATTLE | |

7

4/20/72

AIRTEL

AIRMAIL

TO : SAC, MINNEAPOLIS (164-73)
FROM : SAC, SEATTLE (164-81) (-P-)
SUBJECT: NORJAK

RE SUSPECT: RICHARD FLOYD MC COY (SEsub file 386)

Re Minneapolis airtel 4/12/72.

Concerning the identity of off-line passengers flying Northwest Airlines, Minneapolis is being requested to obtain this information.

LEADS

MINNEAPOLIS DIVISION

At Minneapolis, Minnesota

Through [] Northwest Airlines, will identify the airlines and passenger number for off-line passengers who had flights on Northwest Airlines from Portland to Seattle or vice versa, for the period 11/10 through 11/24/71.

2 - Minneapolis
2 - Seattle
CEF:klb
(4)

b6
b7c

DB COOPER 501/1

Sub. 386
164-81-2819

4/12/72

AIRTEL

TO: SAC, SEATTLE
FROM: SAC, MINNEAPOLIS (164-73) (P)
SUBJECT: NORJAK
OO: SEATTLE

Re telephone call of SAC EARL MILLNES to Minneapolis on 4/10/72.

On 4/11/72 Agents from the Minneapolis Office contacted [] Northwest Airlines, Minneapolis, Minnesota. [] provided the lift tickets for all flights from Portland to Seattle and vice versa for the period of 11/10 to 24/71.

b6
b7C

A review of these lift tickets for the names of RICHARD FLOYD MC COY, R. MC COY, D. COOPER, DAN COOPER, and T. JOHNSON were negative.

Upon making several inquiries, [] stated that the lift tickets that were reviewed were tickets of on-line passengers. [] advised on-line passengers are those individuals making reservations through Northwest on Northwest flights.

- ② - Seattle
1 - Salt Lake City (164-24) (Info)
2 - Minneapolis
RGK:kao
(5)

Sub 386
164-81-2818

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| APR 04 1972 | |
| FBI - SEATTLE | |

JPO

DB COOPER 501/2

F B I

Date: 4/14/72

Transmit the following in _____
(Type in plaintext or code)Via AIRTEL _____
(Priority)

TO: SAC, SALT LAKE CITY (164-24)
FROM: SAC, CHARLOTTE (164-101) (P)

NORJAK

OO: SEATTLE

RE: SUSPECT RICHARD FLOYD MC COY, JR.

[REDACTED]
[REDACTED] WINSTON-SALEM, N.C., ADVISED
MC COY AND FATHER HAD BEEN GOOD CUSTOMERS SINCE [REDACTED]

[REDACTED]
[REDACTED] RICHARD F. MC COY, JR., [REDACTED]
[REDACTED] GIVING HIS HOME ADDRESS AS THREE SIX ZERO SOUTH
TWO HUNDRED STREET, EAST, PROVO, UTAH.

[REDACTED] PROVIDED [REDACTED]
[REDACTED]

- 2 - Salt Lake City
(2) - Seattle (164-81)
3 - Charlotte

DBM:egp
(7)

Sub. 386
164-81-2817

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| APR 19 1972 | |
| FBI - SEATTLE | |

[Signature]

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

FBI

Date: 4/19/72

8

Transmit the following in _____
(Type in plaintext or code)

TELETYPE _____ NITEL _____
(Priority)

TO: DIRECTOR, FBI (164-211)
SEATTLE (164-81)
SALT LAKE CITY (164-24)
LAS VEGAS

SUB-386

FROM: SAC, SAN FRANCISCO (164-220)

NORJAK

RE SALT LAKE TELETYPE APRIL EIGHTEEN LAST.

RECORDS HUGHES AIR WEST UNDER NAMES RICHARD FLOYD
MC COY, D. COOPER, DAN COOPER AND J. JOHNSON CHECKED BY BUAGENTS
FROM NOVEMBER TWENTYTWO, ¹¹⁻²² NINETEEN SEVENTYONE THROUGH NOVEMBER
TWENTYSIX, ¹¹⁻²⁶ NINETEEN SEVENTYONE, FOR ALL FLIGHTS TO LAS VEGAS
TO PORTLAND AND RETURN WITH NEGATIVE RESULTS.

FACSIMILE COPY SENT
DATE 4/19/72 TO SE

BHC:jmm # C3
(1) *mm*

DB COOPER 50189

Sub. 386

164-81-2816

Approved: *[Signature]*

Sent

1019

M. ... P.

SEARCHED INDEXED
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APR 19 1972 FBI

FBI

Date: 4/19/72

42

Transmit the following in PLAINTEXT
(Type in plaintext or code)

TELETYPE RITEL
(Priority)

TO: DIRECTOR, FBI (164-2111)
SAC, LAS VEGAS (164-60)
SAC, SEATTLE (164-81)
SAC, PORTLAND
FROM: SAC, LOS ANGELES (164-497)

Sub. 386

MORJAK.

RE: RICHARD ELOYD MC COY, AKA DAN COOPER, D. B. COOPER,
D. COOPER, J. JOHNSON - SUSPECT.

RE LAS VEGAS TEL TO BUREAU, DATED APRIL EIGHTEEN, LAST.

CHECK OF WESTERN AIRLINE RECORDS AT LOS ANGELES, CALIFORNIA,
DID NOT LOCATE EVIDENCE OF ANY TRAVEL BY MC COY UNDER TRUE NAME
AND KNOWN ALIASES BETWEEN LAS VEGAS AND PORTLAND, OREGON, ON
APPROPRIATE DATES. WESTERN DID LOCATE A UNITED AIRLINE TICKET
NUMBER ZERO ONE SIX TWO THREE TWO EIGHT SEVEN NINE ZERO SIX
SIX, ISSUED NOVEMBER TWO, LAST, AT UNITED AIRLINES, SAN FRANCISCO
INTERNATIONAL AIRPORT TICKET OFFICE, IN NAME INITIAL "P."
(ILLEGIBLE) JOHNSON. ROUND TRIP TICKET PURCHASED BY CASH FOR

164-497

DB COOPER 50190

Sub. 386
164-81-285

APR 19 1972

FBI

Date

4/19/72

Transmit the following in

PLAINTEXT

(Type in plaintext or code)

TELETYPE

URGENT

(Priority)

TO : DIRECTOR, FBI (164-2111) AND SACS, PORTLAND (164-41)
SEATTLE (164-81)
SALT LAKE CITY (164-24)

FROM : SAC, LAS VEGAS (164-60)

SUB-386

KORJAK. RE: RICHARD FLOYD MC COY, JR., SUSPECT

RE LAS VEGAS TEL APRIL NINETEEN LAST AND SALT LAKE CITY

TEL APRIL NINETEEN INSTANT.

ATTENDANT WHO WAS ON DUTY ELEVEN PM, NOVEMBER TWENTY-FIVE
LAST TO SEVEN AM, NOVEMBER TWENTY-SIX LAST, LOCATED AND INTERVIEWED
THIS DATE. DOES NOT RECALL ANY DETAILS CONCERNING CHARGE MADE FOR
GASOLINE ON MC COY'S DANE AMERICAN. INSPECTION OF CARBON WITH
STATION COPY OF CHARGE SLIP INDICATES THAT WORDS "NO. CAROL." WRITTEN
NEAR LICENSE NUMBER. ATTENDANT STATES HE BELIEVES HE CHECKED
LICENSE BUT NOT POSITIVE.

ONLY AIR FORCE BASE WHERE MILITARY PLANES COULD LAND IN
LAS VEGAS AREA IS NEELIS AIR FORCE BASE, NORTHEAST OF LAS VEGAS.
CHECKS WITH NEELIS AIR FORCE BASE OPERATIONS INDICATE THAT
INDIVIDUALS WHO COME IN ON MILITARY PLANES ARE NOT LOGGED
INDIVIDUALLY. PERSONNEL STATE THERE WOULD BE NO WAY OF KNOWING
WHETHER A PARTICULAR INDIVIDUAL ARRIVED IN LAS VEGAS. OPERATIONS

1 - LV 164-60

1 - LV 164-72

BCD:lla (2) /

DB COOPER 50192

WA 7:22

CD 7:56

SE 7:56

SL 3:07

164-81-2814

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| FBI - SEATTLE | |

Approved:

Sam

Special Agent in Charge

N 004 SF PLAIN

11:08 AM URGENT 4-19-72 KEH

TO: CHICAGO

SALT LAKE CITY (164-24)

SEATTLE (164-81)

FROM: SAN FRANCISCO (164-220) 1P

NORJAK

RE RICHARD FLOYD MC COY, JR., AKA DAN COOPER, D. COOPER, J. JOHNSON.

RE SALT LAKE TELETYPE APRIL EIGHTEEN LAST.

FOR INFORMATION OF SALT LAKE UNITED AIR LINES (UAL) RECORDS MAINTAINED AT CHICAGO. REFERENCED TELETYPE INDICATES THE POSSIBILITY THAT MC COY DROVE FROM SALT LAKE CITY TO LAS VEGAS, FLEW TO PORTLAND TO COMMIT HIJACKING, RETURNED TO LAS VEGAS AND DROVE BACK TO SALT LAKE CITY. AIRWEST, UAL, AND WESTERN AIRLINES PROVIDE SERVICE BETWEEN LAS VEGAS AND PORTLAND BUT THERE ARE NO DIRECT FLIGHTS. ALL ARE EITHER VIA LOS ANGELES OR SAN FRANCISCO. CHICAGO DETERMINE THROUGH UAL RECORDS IF MC COY UNDER HIS TRUE NAME OR THAT OF D. COOPER, DAN COOPER, OR J. JOHNSON TOOK FLIGHT FROM LAS VEGAS TO PORTLAND ON NOVEMBER TWENTYTHIRD OR TWENTYFOURTH, NINETEEN SEVENTYONE AND RETURNED TO LAS VEGAS FROM PORTLAND NOVEMBER TWENTYFOURTH OR TWENTYFIFTH, NINETEEN SEVENTYONE.

END

VAB

FBI SEATTLE CLR

DB COOPER 50194

164-81-2813 Sub. 386

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| FBI - SEATTLE | |



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b7C

NR002 SU PLAIN

5:38 PM URGENT 4/19/72 3P

TO DIRECTOR, FBI (164-2111)
LAS VEGAS (164-60)
PORTLAND (164-41)
SEATTLE (164-81)
FROM SALT LAKE CITY (164-24)

NORJAK. RE: RICHARD FLOYD MC COY, JR. - SUSPECT.

RE SALT LAKE CITY TELEPHONE CALLS TO PORTLAND AND LAS VEGAS
APRIL EIGHTEEN LAST.

ROBERT VAN IEPEREN, EIGHT EIGHT ZERO SHERWOOD, SALT LAKE CITY,
ADVISED APRIL EIGHTEEN LAST MC COY LIKED TO WEAR CONSERVATIVE
SOLID COLORED CLIP-ON TIES SIMILAR TO PHOTOGRAPHS OF TIES IN NORJAK.
VAN IEPEREN STATED HE HAD BEEN OUT SOCIALLY WITH MC COY AND RECALLED
THAT AT A MOVIE ONE NIGHT MC COY WORE A CLIP-ON TIE AND REMOVED
HIS TIE WHEN HE SAT DOWN TO WATCH THE MOVIE. VAN
IEPEREN WAS SHOWN PHOTOGRAPH OF TIE CLASP RECOVERED IN
NORJAK CASE AND STATED CLASP LOOKS FAMILIAR BUT HE CANNOT SAY
FOR SURE IF MC COY HAD ONE EXACTLY LIKE IT. HE SAID IT IS
TYPE OF TIE CLASP MC COY WOULD WEAR. VAN IEPEREN'S WIFE, MARY ANN,
WHO WAS INTERVIEWED SEPARATELY HAD SIMILAR COMMENTS TO HER HUSBAND
CONCERNING TIE AND TIE CLASP.

END PAGE ONE

DB COOPER-50196

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164-81-2812

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| FBI - SEATTLE | |

[Signature]

PAGE TWO

VAN IEPEREN STATED MC COY MADE HIS FIRST FREE FALL PARACHUTE JUMP IN OCTOBER SEVENTYONE WHILE ON A FLIGHT WITH VAN IEPEREN. MC COY HAS MADE NUMEROUS MILITARY TYPE JUMPS AND IMMEDIATELY FOLLOWING HIS FIRST FREE FALL JUMP HE BEGAN PRACTICING JUMPS WITH THE ALTA PARACHUTE CLUB IN SALT LAKE CITY.

VAN IEPEREN WAS QUESTIONED CONCERNING POSSIBILITY OF MC COY AND OTHER NATIONAL GUARD MEN OBTAINING MILITARY FLIGHTS. VAN IEPEREN STATED USUALLY ALL THAT IS NECESSARY TO OBTAIN FLIGHT IS TO PRESENT NATIONAL GUARD IDENTIFICATION CARD.

FLIGHT OPERATIONS, HILL AIR FORCE BASE, UTAH, HAS NO RECORD OF MILITARY HOPS BY MC COY IN NOVEMBER SEVENTYONE OR APRIL LAST. RECORD LOCATED OF FLIGHT BE ROBERT LARRY PATTERSON (CLOSE FRIEND OF MC COY), MC COY AND TWO BRIGHAM YOUNG UNIVERSITY STUDENTS TO CHARLESTON, SOUTH CAROLINA, ON JANUARY TWENTYFOUR LAST.

CHECK OF SERVICE STATIONS, CEDAR CITY, UTAH, TODAY INDICATED DATES OF CHARGE TICKETS ON NOVEMBER TWENTYFIVE AND TWENTYSIX LAST BY MC COY ARE PROBABLY ACCURATE DATES, HOWEVER BOTH SERVICE STATION OPERATORS STATE THEY HAVE MADE ERRORS IN PAST ON DATES ON CHARGE TICKETS AND COULD NOT BE ABSOLUTELY CERTAIN AS TO DATES.

END PAGE TWO

N

R016 CE CODE

10:11PM NITEL 4-18-72 RSR

TO: SALT LAKE CITY (164-24) AND SEATTLE (164-81)

FROM: CHARLOTTE (164-101)

NORJAK OO: SEATTLE

RE CHARLOTTE TELETYPE TO SALT LAKE CITY APRIL SEVENTEEN,
SEVENTYTWO, AND SALT LAKE CITY TELEPHONE CALL TO
CHARLOTTE , APRIL SEVENTEEN SEVENTYTWO.

A KNOWLEDGEABLE SOURCE WHO HAS FURNISHED RELIABLE
INFORMATION IN THE PAST ADVISED THAT SUSPECT'S FATHER RICHARD
E. MC COY , SR. , [REDACTED]

b7D

[REDACTED] AND THAT DURING THE MONTHS OF NOVEMBER AND
DECEMBER, SEVENTYTWO, [REDACTED]

ENDPAGE ONE

164-81-2811 Sub. 386

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| FBI - SEATTLE | |

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DB COOPER-50199

NR013 CG PLAIN

852PM NITEL 4-14-72 EOM

TO DIRECTOR (164-2111)

SALT LAKE CITY (164-24)

SEATTLE (164-81)

FROM CHICAGO (164-297)

NORJAK.

RE SALT LAKE CITY TELS APRIL ELEVEN, LAST.

SEARCH PROCEEDING AT UNITED AIR LINE HEADQUARTERS, ELK GROVE, ILLINOIS, OF FLIGHT RECORDS FOR ALL UAL FLIGHTS FROM SALT LAKE CITY TO PORTLAND NOVEMBER TEN, NINETEEN SEVENTY ONE TO NOVEMBER TWENTY FOUR, NINETEEN SEVENTY ONE AND FROM SEATTLE-PORTLAND TO SALT LAKE CITY NOVEMBER TEN TO NOVEMBER TWENTY SEVEN NINETEEN SEVENTY ONE. AS SOON AS SEARCH COMPLETED, BUREAU AND OFFICE OF ORIGIN WILL BE ADVISED.

END

DCA FBI SE CLR

164-81-2810 Sub. 386

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| FBI - SEATTLE | |

[Signature]

DB COOPER-50202

NR 024 CE PLAIN

10:43 PM NITEL 4-14-72 CER

TO: DIRECTOR (164-2111)
SALT LAKE CITY (164-24)
SEATTLE (164-81)
FROM: CHARLOTTE (164-101) 1P

NORJAK. OO: SEATTLE

RE CHARLOTTE TELETYPE TO DIRECTOR, APRIL THIRTEEN, SEVENTY TWO.

RE: SUSPECT RICHARD FLOYD MC COY, JR.

BEING FORWARDED TO SALT LAKE CITY AND SEATTLE BY AIRTEL
IS COPY OF TRANSACTIONS REGARDING MC COY'S MASTER CHARGE DURING
PERIOD JANUARY SEVENTYONE, TO LATTER MARCH, SEVENTYTWO.
INFORMATION OBTAINED APRIL THIRTEEN, SEVENTYTWO, , FROM WACHOVIA
BANK AND TRUST COMPANY, WINSTON-SALEN, N. C., INDICATES NO ACTIVITY
ON THE PART OF MC COY'S MASTER CHARGE DURING PERTINENT PERIOD
OF NORJAK.

INVESTIGATION CONTINUING.

END.

DCA FBI SEATTLE

RECD TWO TELS CLR

Sub. 386
164-81-2809

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| FBI - SEATTLE | |

[Signature]

DB COOPER-50203

NR 025 CE PLAIN

10:38 PM NITEL 4-14-72 CER

TO: DIRECTOR (164-2111)
SALT LAKE CITY (164-24)
SEATTLE (164-81)
FROM CHARLOTTE (164-101) 3P

NORJACK

RE CHARLOTTE TELETYPE TO BUREAU, APRIL THIRTEEN, LAST,
RE: SUSPECT RICHARD FLOYD MC COY, JR.

ON APRIL FOURTEEN, INSTANT, MC COY'S CHECKING ACCOUNT
AT WACHOVIA BANK AND TRUST COMPANY, RALEIGH, N.C., WAS COMPLETELY
REVIEWED AND ALL ACTIVITY AND TRANSACTIONS WERE NOTED FROM
OCTOBER ONE, SEVENTY ONE, THROUGH THE PRESENT DATE. IT SHOULD
BE OBSERVED THAT THERE WERE NO EXTREMELY UNUSUAL DEPOSITS OR
DEBITS NOTED DURING THE ABOVE PERIOD.

DURING THE PERTINENT PERIOD FROM NOVEMBER EIGHTEEN, SEVENTY
ONE, THROUGH DECEMBER FIFTEEN, SEVENTY ONE, SUSPECT AND WIFE
WROTE EIGHTEEN CHECKS AND MADE TOTAL DEPOSITS OF SEVEN HUNDRED
FIFTY DOLLARS WITH BALANCE ON DECEMBER FIFTEEN, SEVENTY ONE, OF
END PAGE ONE

164-81-2808 Sub. 386

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DB COOPER-50204

PAGE TWO

FORTY TWO DOLLARS AND THIRTY FIVE CENTS. SUSPECT'S BALANCE ON JANUARY EIGHTEEN, LAST, WAS SIXTY THREE DOLLARS AND SEVENTY SEVEN CENTS, ON FEBRUARY SIXTEEN, LAST, NINETY SEVEN DOLLARS AND SIXTY FIVE CENTS, AND ON MARCH FIFTEEN, LAST, SUSPECT'S BALANCE WAS THIRTY TWO DOLLARS AND FIFTY FOUR CENTS. SUSPECT'S CURRENT BALANCE IS LESS THAN ONE HUNDRED DOLLARS.

SUSPECT'S CHECKING ACCOUNT ALSO INCLUDED A "READY RESERVE" ACCOUNT WHICH WHEN NECESSARY AUTOMATICALLY CREDITS AND DEPOSITS CASH TO HIS ACCOUNT WHEN HIS ACCOUNT IS OVERDRAWN. ALL CHECKS WRITTEN BY SUSPECT AND WIFE WERE REVIEWED AND APPEAR TO HAVE BEEN WRITTEN LOCALLY IN PROVO, UTAH, AREA, AND NONE WERE NOTED THAT WOULD APPEAR TO BE PERTINENT IN CONNECTION WITH THIS MATTER.

DURING REVIEW OF SUSPECT'S ACCOUNT, IT WAS NOTED THAT HE HAS WRITTEN SEVERAL CHECKS TO THE FIRST SECURITY BANK OF UTAH, PROVO, UTAH, IN CONNECTION WITH ACCOUNT NUMBER ONE SIX ZERO DASH TWO ONE SEVEN DASH SEVEN SEVEN THREE.

IN VIEW OF THE ABOVE INFORMATION, CHARLOTTE IS PREPARING
END PAGE TWO

NR004 SU PLAIN

6:22PM IMMEDIATE 4/13/72 LSB

TO: DIRECTOR, FBI (164-2111)

SAC, SEATTLE (164-81)

FROM: SAC, SALT LAKE CITY (164-24) 4P

NORJAK. OO: SEATTLE.

REVIEW OF BANK RECORDS OF RICHARD FLOYD MC COY, JR., OBTAINED FROM WALKER BANK AND TRUST COMPANY, SALT LAKE CITY, UTAH, TODAY INDICATES APPLICATION FOR BANK CREDIT CARD DATED JANUARY TWENTY LAST. OUTSTANDING OBLIGATIONS AS OF THAT DATE INCLUDE FORTY DOLLARS TO MASTER CHARGE; SIX HUNDRED FIFTY DOLLARS TO BANKAMERICARD; NO AMOUNTS OWING TO WACHOVIA BANK AND TRUST, BUT PRIOR LOANS. CHECK DATED JANUARY TWENTYONE LAST IN THE AMOUNT OF TWO HUNDRED DOLLARS TO FIRST SECURITY BANK FOR BANKAMERICARD PAYMENT. CHECK DATED MARCH TWENTYFOUR LAST TO WALKER BANK FOR BANKAMERICARD PAYMENT. OVERALL REVIEW OF OTHER CHECKS INDICATE MC COY HAD EXTENSIVE FINANCIAL OBLIGATIONS INCLUDING OTHERS THAN THOSE LISTED ON BANK CARD APPLICATION FORM.

CHUCK PETERSON VOLKSWAGEN DEALERSHIP, PROVO, UTAH, ADVISED TODAY RICHARD FLOYD MC COY, JR., HAD REPAIRS
END PAGE ONE

Sub. 386
164-81-2804

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| FBI - SEATTLE | |

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DB COOPER-50207

PAGE TWO

SU 164-24

ON VOLKSWAGEN ON SEVEN OCCASIONS SINCE NOVEMBER NINETEEN SEVENTY. MILEAGE WAS NOTED ON REPAIR TICKETS AS FOLLOWS: NOVEMBER TWENTYFIVE NINETEEN SEVENTY, FOUR TWO ONE ZERO THREE MILES; JUNE TWENTYTHREE NINETEEN SEVENTYONE, FIVE ONE ZERO ZERO FOUR MILES; SEPTEMBER TEN NINETEEN SEVENTYONE, FIVE THREE, SEVEN FOUR ZERO MILES; OCTOBER TWENTYNINE NINETEEN SEVENTYONE, FIVE FIVE THREE TWO ZERO MILES; NOVEMBER THIRTY NINETEEN SEVENTYONE, FIVE SEVEN ZERO FOUR TWO MILES; MARCH THIRTEEN LAST, SIX ZERO SIX SIX EIGHT MILES; AND APRIL FIVE LAST, SIX ONE SIX THREE FIVE MILES.

IT IS NOTED IN THE SEVEN MONTH PERIOD FROM NOVEMBER TWENTYFIVE NINETEEN SEVENTY TO JUNE TWENTYTHREE NINETEEN SEVENTYONE, MC COY DROVE EIGHT THOUSAND NINE HUNDRED AND ONE MILES FOR AN AVERAGE MILEAGE PER MONTH OF ONE THOUSAND TWO HUNDRED SEVENTYONE MILES. DURING THE MONTH OF NOVEMBER, NINETEEN SEVENTYONE, MC COY DROVE ONE THOUSAND SEVEN HUNDRED TWENTYTWO MILES.

END PAGE TWO

PAGE THREE

SU 164-24

EMPLOYMENT RECORDS OF WIFE INDICATE SHE APPLIED FOR POSITION WITH UTAH COUNTY WELFARE DEPARTMENT ON NOVEMBER NINETEEN, NINETEEN SEVENTYONE. ON THE APPLICATION SHE INDICATED THAT SHE PLANNED TO LEAVE PROVO, UTAH, ON NOVEMBER TWENTYTWO NINETEEN SEVENTYONE FOR THREE WEEK VISIT TO NORTH CAROLINA. HUSBAND TO FOLLOW ON DECEMBER TEN NINETEEN SEVENTYONE. PURPOSE OF TRIP WAS TO VISIT HUSBAND'S FAMILY. SHE LATER CONTACTED OFFICE AND INDICATED THAT THEY DID NOT GO BECAUSE OF ILLNESS. SHE DID NOT FURTHER EXPLAIN. ADDITIONAL RECORDS, BRIGHAM YOUNG UNIVERSITY INDICATE MC COY WAS ABSENT FROM CLASS ON DECEMBER TWO NINETEEN SEVENTYONE.

NATIONAL GUARD RECORDS INDICATE MC COY ATTENDED NORMAL DRILLS ON NOVEMBER THIRTEEN AND FOURTEEN NINETEEN SEVENTYONE AND DECEMBER ELEVEN AND TWELVE NINETEEN SEVENTYONE. HE PERFORMED EXTRA FLIGHT DRILLS ON NOVEMBER NINETEEN AND TWENTY NINETEEN SEVENTYONE AND DECEMBER FOURTEEN, FIFTEEN AND SIXTEEN NINETEEN SEVENTYONE. RECORDS OF PURPOSES OF

END PAGE THREE

FBI

Date: 4/27/72

PLAINTEXT

(Type in plaintext or code)

TELETYPE

NITEL

(Priority)

TO: SALT LAKE CITY (164-24) AND SEATTLE (164-81)

FROM: CHARLOTTE (164-101) (P)

Sub 386

MURKIN. OO: SEATTLE

RE: SUSPECT RICHARD FLOYD MC COY, JR.

RE CHARLOTTE TELETYPE TO DIRECTOR, APRIL FOURTEEN, SEVENTYONE.

A REVIEW OF SUBJECT'S CHECKING ACCOUNT AT WACHOVIA BANK AND TRUST COMPANY INDICATES THAT HE AND HIS WIFE WROTE FIVE CHECKS DURING THE PERIOD NOVEMBER EIGHTEEN DASH TWENTYSEVEN, SEVENTYONE. IT SHOULD BE NOTED THAT NONE OF THESE CHECKS WERE NUMBERED AND THEY ARE SET FORTH BELOW:

PAYABLE TO BRIGHAM YOUNG BOOK STORE, DATED NOVEMBER TEN, SEVENTYONE, IN THE AMOUNT OF FIVE DOLLARS, EXECUTED BY RICHARD F. MC COY, JR.

PAYABLE TO BRIGHAM YOUNG UNIVERSITY, DATED NOVEMBER TWENTYTWO, SEVENTYONE, IN THE AMOUNT OF FIVE DOLLARS FOR CASH, EXECUTED BY RICHARD F. MC COY, JR.

PAYABLE TO [REDACTED], DATED NOVEMBER TWENTYSIX, SEVENTYONE, IN THE AMOUNT OF EIGHTY DOLLARS AND FIFTYTHREE CENTS, FOR RADIAL
END PAGE ONE

RECEIVED (1)

Approved: [Signature]

Special Agent in Charge

Sent [Signature]

U.S. GOVERNMENT PRINTING OFFICE: 1967 O - 341-121

DB COOPER 50211

164-81-2751

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Sub 386

(Rev. 5-22-64)

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Date:

and the following in _____
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(Priority)

CS 164-191

PAGE TWO

TIKES, EXECUTED BY RICHARD F. MC COX, THIS CHECK WAS DEPOSITED
TO THE ACCOUNT OF [REDACTED]

PAYABLE TO FURNITURE FAIR, DATED NOVEMBER TWENTYSIX, SEVENTY
ONE, IN THE AMOUNT OF ONE HUNDRED NINETEENTH DOLLARS AND FIFTY
CENTS, [REDACTED] KAREN BURNS MC COX.

PAYABLE TO SEARS, ROEBUCK AND COMPANY, DATED NOVEMBER
TWENTYSEVEN, SEVENTYONE, IN THE AMOUNT OF EIGHT DOLLARS FOR
ACCOUNT NUMBER [REDACTED]

[REDACTED] KAREN BURNS MC COX.

CHARLOTTE WILL FORWARD ED DASH THREE ZERO TWO.

CONSIDER ARMED AND DANGEROUS.

END.

b6
b7c

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

NR 002 SU PLAIN
10:45 PM NITEL 4/17/72 ACJ
TO DIRECTOR, FBI (164-2111)
LAS VEGAS (164-60)
PORTLAND (164-41)
SEATTLE (164-81)
FROM SALT LAKE CITY 164-24) (2)

NORJAK. RE: RICHARD FLOYD MC COY, JR. - SUSPECT.

RE SALT LAKE CITY TELEPHONE CALL TO LAS VEGAS APRIL SEVENTEEN
INSTANT.

REVIEW OF BANKAMERICARD CHARGE TICKETS TODAY INDICATED
CHARGES TO MC COY AT PROVO, UTAH, FOR GAS PURCHASE ON NOVEMBER
TWENTYFIVE LAST; CHARGE FOR GAS PURCHASE AT CEDAR CITY, UTAH,
NOVEMBER TWENTYFIVE LAST; CHARGE FOR GAS PURCHASE AT POWER THRUST,
LAS VEGAS, NEVADA; MERCHANT NUMBER SEVEN SIX FOUR THREE SIX NINE
FOR GAS NOVEMBER TWENTYFIVE AST. ALSO SHOWN IS GAS PURCHASE ON
NOVEMBER TWENTYSIX LAST AT CEDAR CITY, UTAH.

TELEPHONE TOLL RECORDS INDICATE COLLECT CALL MADE
TO HOME OF MC COY TEN FORTYONE P.M., LAS VEGAS TIME, ON NOVEMBER
TWENTYFIVE LAST, FROM PUBLIC PHONE BOOTH AT TROPICANA HOTEL.

LAS VEGAS REQUESTED BY TELEPHONE TO INSTITUTE CHECK OF AIR
LINES RECORDS FOR UNITED AIRLINES, WESTERN AIRLINES, TRAN
END PAGE ONE

DB COOPER-50213

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164-81-2750

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SU SU 164-24

PAGE TWO

AIRLINES AND AIR WEST IN AN EFFORT TO DETERMINE IF MC COY UNDER HIS TRUE NAME OR THAT OF D. COOPER, DAN COOPER OR J. JOHNSON FOR ANY FLIGHTS FROM LAS VEGAS TO PORTLAND ON NOVEMBER TWENTYTHREE OR TWENTYFOUR LAST WITH RETURN FROM PORTLAND TO LAS VEGAS NOVEMBER TWENTYFOUR OR TWENTYFIVE LAST.

PORTLAND IS REQUESTED TO DETERMINE ALL FLIGHTS FROM PORTLAND TO SAN FRANCISCO OR LOS ANGELES ON POSSIBILITY BEING THAT MC COY COULD HAVE MADE CONNECTING FLIGHT TO LAS VEGAS AND HAVE TURNED IN HIS PREVIOUSLY PURCHASED TICKET. CHECK UNDER SAME NAMES AS GIVEN ABOVE FOR LAS VEGAS.

ADDITIONAL CHECK OF NATIONAL GUARD RECORDS BY SALT LAKE CITY FAILED TO DEVELOP SPECIFIC INFORMATION THAT WOULD PLACE MC COY IN THE SALT LAKE CITY AREA NOVEMBER TWENTYFOUR LAST.

UNSUB SHOULD BE CONSIDERED ARMED AND DANGEROUS.

END.

FEE

FBI SEATTLE CLR

4/13/72

AIRTEL

AIRMAIL

TO : SAC, SALT LAKE CITY (164-24)
FROM : SAC, SEATTLE (164-81) (-P-)
SUBJECT: NORJAK

Re Portland teletype to Seattle 4/12/72.

Enclosed for Salt Lake City are three colored photographs.

The photographs were taken with Polaroid film of a tie clasp and necktie found in the search of the plane in captioned case at Reno, Nevada, and believed left behind by UNSUB.

Salt Lake requested to utilize these photos in connection with their case on MC COY.

- 2 - Salt Lake City (164-24) (Encl 3)
- 1 - Las Vegas (164-60) (Info)
- 1 - Portland (164-41) (Info)
- 3 - Seattle (164-81)

ASW:kib

(7)

Sub. 386
164-81-2766

NR 006 LV PLAIN

2:20 PM URGENT 4-13-72 SFB

TO DIRECTOR

SEATTLE

SALT LAKE CITY

FROM LAS VEGAS (164-60) 2P

NORJAK

RE SALT LAKE CITY TEL APRIL TWELVE LAST AND SALT LAKE CITY
AND LAS VEGAS TELCALLS SAME DATE.

LAS VEGAS TELEPHONE NUMBER SEVEN THREE SIX - NINE EIGHT TWO
ZERO IS A PAY TELEPHONE IN THE PUBLIC AREA OF THE TROPICANA
HOTEL, LAS VEGAS, NEVADA. CHECKS AT TROPICANA HOTEL FAILED TO
INDICATE MC COY UNDER KNOWN NAMES AND ALIASES REGISTERED AT
HOTEL DURING NOVEMBER, SEVENTY-ONE. THIS CHECK ALSO INCLUDED
NAMES DAN COOPER AND D. COOPER.

LAS VEGAS TELEPHONE ZERO FOUR THREE - TWO THREE SEVEN EIGHT
IS GUEST BILLING FOR WESTWARD HO MOTEL, TWENTY-NINE HUNDRED
LAS VEGAS BOULEVARD SOUTH.

RECORDS, WESTWARD HO MOTEL, AS CHECKED THIS DATE, INDICATE
RICHARD MC COY, THREE SIX ZERO SOUTH TWO HUNDRETH EAST, PROVO,
UTAH, CHECKED IN ROOM THREE SEVEN EIGHT NOVEMBER TWO, SEVENTY ONE.
END PAGE ONE

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164-81-2749

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DB COOPER 50216

(Mount Clipping in Space Below)

'Cooper' Hijack Link Studied

Associated Press

The FBI said yesterday it is "considering" the possibility that the hijacker who bailed out of an airliner with \$500,000 late Friday might be the same man as "D. B. Cooper" who pulled a similar escapade last November.

A massive search for the latest hijacker—who parachuted from a United Airlines 727 jetliner after leaving San Francisco—was conducted in the Provo, Utah, area yesterday. But the search had all but ended last night after a local official reported a suspect has been identified but not apprehended.

Meanwhile, the search was continuing in the Woodland, Wash., area for the mysterious Cooper, who parachuted Thanks-giving Eve from a Northwest Airlines 727 jetliner with \$200,000.

The FBI at Las Vegas said the possibility that the United hijacker might be the same man who used the D. B. Cooper name was "under consideration."

He said there was "always a possibility" that the two might be the same, but added that there was no evidence at this time to indicate the possibility was true.

In Salt Lake City, FBI agent-in-charge

(Indicate page, name of newspaper, city and state.)

p.A1 Seattle Post-Intelligencer
Seattle, Wash.

Date: 4/9/72
Edition: Sunday
Author:
Editor: Dick Lyall
Title:

NORJAK

Character:

or

164-81-Sub

Classification:

Submitting Office: Seattle

☐ Being Investigated

COPY SENT TO BUREAU

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APR 12 1972
FBI-SEATTLE

DB COOPER 50218

Russell Calame said only, "You'd have to look at the general data on each of them and reach your own conclusion."

The Federal Aviation Administration said, "How would we know?" and a United spokesman said he wouldn't dare speculate.

Cooper was described as a man in his 40s and the United hijacker has been described as in his 20s.

The United hijacker was identified on the plane's passenger list only as "T. Johnson."

FBI agents said that a search by 200 persons around the Provo lake country had turned up no trace of Johnson.

The FBI refused to comment on the possibility of another search in another location.

"We are investigating, searching and following up leads," said Calame. He refused to deny or confirm a report by Provo Police Chief Jesse Evans that a "possible suspect" had been identified, but not apprehended.

In Los Angeles, meanwhile, the pilot of the United Air Lines 727 said he believes the hijacker may be a pilot.

"I would say he had an excellent knowledge of parachutes and airplanes," said Capt. Gerry Hearn.

He said the man sent specific instructions to the cockpit, and "the flight plan was similar to what we ourselves prepared."

The pilot also said the hijacker may have merely discarded four parachutes furnished by the airline and escaped in a chute carried aboard in his luggage. Hearn said the airline's parachutes were equipped with electronic tracing devices.

Rumors circulated that the hijacker was picked up by a waiting helicopter, but the FBI would not confirm or deny the report.

The hijacker cool and methodical as he passed his commands on handwritten notes carried by stewardesses to the pilot, took over the plane on a flight from Newark, N.J., to Los Angeles.

He allowed 85 passengers, a stewardess and four United officials to leave in San Francisco after receiving \$500,000 and four parachutes.

The November hijacker known as Cooper took over the Northwest airliner shortly after it left Port-

land en route to Seattle. He demanded \$200,000 and four parachutes.

The passengers were allowed to leave the plane at Seattle. The money and parachutes were turned over to the hijacker and he ordered the crew to fly to Reno, Nev.

When the plane arrived at Reno, the skyjacker, the money and two parachutes were gone.

Authorities theorized the man parachuted over rugged southwestern Washington country, and a search was carried out for nearly two weeks.

The search was resumed about two weeks ago, called off at Easter and then reinstituted Friday.

The FBI has had little comment on the search for Cooper, but an Army spokesman earlier said he thought it might be the result of "negative reaction."

He explained that because none of the marked bills used as ransom money had turned up, law enforcement authorities apparently believe Cooper may have been killed when he jumped from the Boeing 727 jetliner.

The first attempted parachute skyjacking occurred last Nov. 12. It ended in failure when a member of the crew of an Air Canada jet subdued a man who had demanded money and parachutes which were delivered at the Great Falls, Mont., airport. The skyjacker was struck on the head with a fire ax as he was strapping on his parachute.

In all, seven persons have used the modus operandi in the quest for instant wealth. Only Cooper and Johnson are still at large.

NR003 CE PLAIN

403PM URGENT 4-13-72 DAM

TO: DIRECTOR 164-2111

SALT LAKE CITY 164-24

SEATTLE 164-81

FROM: CHARLOTTE 164-101 3P

NORJAK OO: SEATTLE,

RE SALT LAKE CITY TELEPHONE CALL TO CHARLOTTE ON
APRIL TWELVE, LAST.

RE: SUSPECT RICHARD FLOYD MCCOY, JR.

INVESTIGATION AT WACHOVIA BANK AND TRUST COMPANY, RALEIGH,
N. C., REVEALED THAT RICHARD FLOYD MCCOY, JR., AND WIFE,
KAREN BURNS MCCOY, HAVE CURRENT CHECKING ACCOUNT WITH
BALANCE OF FORTY DOLLARS AND TWELVE CENTS. WHICH ACCOUNT
WAS OPENED ON JULY TWENTY ONE, NINETEEN SIXTY FIVE, WHEN
THEY RESIDED IN RALEIGH, N. C. RICHARD FLOYD MCCOY, JR.,
ALSO HAS A MASTER CHARGE ACCOUNT CARD WITH WACHOVIA AND
INFORMATION PERTAINING TO THIS ACCOUNT IS BEING OBTAINED
FROM WACHOVIA COMPUTER CENTER, WINSTON-SALEM, N. C. MCCOY
END PAGE ONE

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164-81-2745

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PAGE THREE

RECORDS AT THE BANK OF NORTH CAROLINA, KINSTON, NORTH CAROLINA, REVEALED THAT MYRTLE HELEN MCCOY, BOX SEVEN, COVE CITY, NORTH CAROLINA, OPENED A SAVINGS ACCOUNT IN HER NAME AND THE NAME OF RICHARD FLOYD MCCOY, JR., ON SEPTEMBER FOURTEEN, SEVENTY ONE, WITH A DEPOSIT OF FIVE HUNDRED DOLLARS AND NO ACTION IN THIS ACCOUNT SINCE. TELLER WHO OPENED THE ACCOUNT ADVISED MYRTLE IS THE MOTHER OF RICHARD. NO RECORDS OF SUSPECT HAVING CHECKING ACCOUNT, LOAN, OR SAFETY DEPOSIT BOX, BANK OF NORTH CAROLINA, KINSTON, NORTH CAROLINA, HOWEVER, MYRTLE H. MCCOY OBTAINED A SAFETY DEPOSIT BOX ON AUGUST TWENTY THREE, SEVENTY ONE, AND HAD BEEN BACK TO SAME ONE TIME ON SEPTEMBER FOURTEEN, SEVENTY ONE.

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CHARLOTTE AT WINSTON-SALEM. INVESTIGATION CONTINUING CONCERNING ACTIVITY OF MCCOY'S MASTER CHARGE ACCOUNT.

CHARLOTTE AT RALEIGH. INVESTIGATION CONTINUING CONCERNING MCCOY'S CHECKING ACCOUNT.

END

JJT

FBI SEATTLE

CLR

NR 006 PD PLAIN

11:45 PM NITEL 4-12-72 AJW

TO: SEATTLE (164-81)

SALT LAKE CITY (164-24)

LAS VEGAS (164-60)

FROM: PORTLAND (164-41) (P) 1P

NORJAK

RE LAS VEGAS TELETYPE TO PORTLAND APRIL TWELVE, SEVENTYTWO.

RETEL ADVISED SALT LAKE CITY HAS REQUESTED COLOR PHOTOS OF TIE AND TIE CLASP FOUND IN SEARCH OF PLANE IN RENO, NEVADA, IN INSTANT CASE, AND BELIEVED WORN AND LEFT BEHIND BY UNSUB. LAS VEGAS FURNISHED ITEMS TO PORTLAND BY AIRTEL FEBRUARY NINE SEVENTYTWO, PORTLAND FORWARDED SAME TO BUREAU LABORATORY BY LETTER FEBRUARY TWENTY

FOUR SEVENTYTWO, AND LAB RETURNED ITEMS TO SEATTLE AS ENCLOSURES TO LAB REPORT MARCH EIGHT SEVENTYTWO.

SEATTLE REQUESTED TO FURNISH SALT LAKE CITY WITH COLOR PHOTOS OF TIE AND CLASP FOR INVESTIGATION.

END

DONE

164-81-2743 Sub. 386

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NR013 SE PLAIN

6:20 PM NITEL 4/12/72 VAB

TO DIRECTOR (164-2111)

FROM SEATTLE (164-81) 1P

NORJAK.

PHOTOGRAPH OF RICHARD FLOYD MC COY HAS BEEN DISPLAYED TO THREE
WITNESSES BY PORTLAND DIVISION, THREE WITNESSES BY SEATTLE DIVI-
SION AND THREE STEWARDESSES IN MINNEAPOLIS DIVISION. NONE IDENT-
IFY MC COY AS THE HIJACKER. TWO SEATTLE WITNESSES ADVISE THAT
THERE ARE CERTAIN, SIMILAR CHARACTERISTICS BETWEEN MC COY AND UNSUB
NORJAK CASE BUT DO NOT IDENTIFY MC COY AS HIJACKER.

SALT LAKE CITY DIVISION REQUESTED TELEPHONICALLY TO EXPEDITE
INVESTIGATION TO ESTABLISH MC COY'S EXACT WHEREABOUTS DURING PERT-
INENT PERIOD THIS CASE.

INVESTIGATION MC COY BEING CONDUCTED TO POSITIVELY ELIMINATE
HIM AS A SUSPECT THROUGH ESTABLISHING WHEREABOUTS DURING PERTINENT
PERIOD. THE BUREAU WILL BE KEPT ADVISED.

END

ACK FOR TWO TELS

HOLD

MRF FBI WA DC

DB COOPER 50224

Sub. 386
164-81-2736

NR 003 SF PLAIN

1251PM URGENT 4-12-72 MS

TO DIRECTOR (164-2111)

SALT LAKE CITY (164-24)

SEATTLE (164-81)

PORTLAND

CHICAGO

FROM SAN FRANCISCO (164-220) 1P

NORJAK

RE RICHARD FLOYD MC COY, JR. CAA - HIJACKING; INTERFERENCE
WITH FLIGHT CREW MEMBERS, OO: SALT LAKE CITY

RE SEATTLE TEL TO BUREAU, ET AL, APRIL ELEVEN LAST; AND SAN
FRANCISCO TEL TO BUREAU, ET AL, APRIL ELEVEN LAST.

— REVIEW OF TICKETS AT HUGHES AIR WEST, SAN MATEO, CALIF., FAILED
TO REFLECT ANY COOPER OR ANY MC COY FLYING BETWEEN SALT LAKE CITY
TO PORTLAND OR SEATTLE OR FROM PORTLAND OR SEATTLE TO SALT LAKE CITY.
DURING REVIEW OF TICKETS, REVIEWING PERSONNEL WERE INTRUCTED TO PULL
ANY TICKETS WITH NAMES COOPER OR MC COY ON THEM. NO TICKETS LOCATED.
REVIEW CONDUCTED BY BUAGENTS.

END

JJT

FBI SEATTLE

CLR

161-81-2662

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| APR 12 1972 | |
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DB COOPER-50225

NR010 SU PLAIN

11:34PM URGENT 4/12/72 LSB

TO: DIRECTOR (164-2111)

LAS VEGAS

PORTLAND (164-41)

SEATTLE (164-81)

FROM SALT LAKE CITY (164-24) 3P

NORJAK. OO SE.

RE SU TEL, APRIL TWELVE INSTANT, TO BUREAU, SE AND CE.

RE: RICHARD FLOYD MC COY, JR. - SUSPECT.

INTERVIEW OF ACQUAINTANCES TO DATE OF MC COY GIVE NO INFORMATION REFLECTING MC COY WAS OUT OF PROVO! UTAH, AREA DURING PERIOD NOVEMBER TWENTY-THREE TO TWENTY-FIVE LAST.

SISTER-IN-LAW OF MC COY STATED THIS DATE SHE RECALLED HAVING THANKSGIVING DINNER, NOVEMBER TWENTY-FIVE LAST, AT APPROXIMATELY TWO PM, AND MC COY HAD HELPED PREPARE DINNER.

RECORDS OF FORMER BUREAU AGENT, NOW INSTRUCTOR, BRIGHAM YOUNG UNIVERSITY, PROVO, UTAH, INDICATE MC COY ATTENDED CLASS EIGHT AM TO NINE THIRTY AM, NOVEMBER TWENTY-THREE LAST.

END PAGE ONE

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DB COOPER-50226

NR 003 PD PLAIN

4:33 P M URGENT 4-12-72 LJQ

TO: DIRECTOR, FBI (164-2111)

SAC, SEATTLE (164-81)

SAC, SALT LAKE CITY (164-24)

SAC, MINNEAPOLIS (164-73)

FROM: SAC, PORTLAND (164-41) (P) 1P

NORJAK

RE SALT LAKE CITY TELETYPE TO BUREAU, ET AL, APRIL TWELVE
NINETEEN SEVENTYTWO.

PHOTOS OF RICHARD FLOYD MC COY SHOWN IN SUITABLE GROUPS
TO PORTLAND DIVISION WITNESSES [REDACTED]

[REDACTED] FELLOW

PASSENGER OF SUBJECT THIS MATTER. NONE COULD MAKE ANY IDENTIFICATION.

[REDACTED] STATED POSITIVELY MCCOY NOT IDENTICAL
WITH NORJAK UNSUB, AND [REDACTED] STATED HE DOES NOT RECALL ENOUGH TO
MAKE POSITIVE STATEMENT.

E N D

VAB

FBI SEATTLE CLR

DB COOPER 50229

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164-81-2677

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NR003 SU PLAIN

113PM 4/12/72 URGENT CNK

TO DIRECTOR

SEATTLE (164-81)

CHARLOTTE

FROM SALT LAKE CITY (164-24) 3P

NORJAK.

RE SALT LAKE CITY TELETYPE, APRIL ELEVEN LAST TO
BUREAU; AND SALT LAKE CITY TELEPHONE CALL TO CHARLOTTE
INSTANT DATE.

REVIEW OF RECORDS, WALKER BANK AND TRUST COMPANY,
INDICATES RICHARD FLOYD MC COY, JR., SUBJECT OF HIJACKING
OF UNITED AIR LINES FLIGHT EIGHT FIVE FIVE, APRIL SEVEN
LAST, HAD MAINTAINED AN ACCOUNT AND HAD LOANS AT WACHOVIA
BANK AND TRUST COMPANY, RALEIGH, NORTH CAROLINA AND AT
THE BANK OF NORTH CAROLINA (BANK IDENTIFIER SIX SIX TWO
ZERO SIX), KINGSTON, NORTH CAROLINA. MC COY ALSO INDICATED
IN BANK CARD APPLICATION THAT HE HAD A MASTER CHARGE BANK
CARD AND A BANKAMERICARD.

END PAGE ONE

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SAC, SEATTLE (164-81) (P)

4/12/72

SA LOUIS M. HARRIS, JR.

UNKNOWN SUBJECT;
NORTHWEST AIRLINES
FLIGHT #305,
PORTLAND TO SEATTLE,
11/24/71
CAA - HIJACKING; EXTORTION
OO: SE
BUfile 164-2111

On April 11, 1972, [redacted]
[redacted] Seattle, Washington, viewing a photo
of RICHARD FLOYD McCOY, advised that this individual is
not identical with his recollection of the hijacker in
this case, but since he bears some facial resemblances
he could not be positively eliminated as identical with
Unsub.

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b7C

1 - 164-81
1 - 164-81 Sub
LMH:cmf
(2)

Sub. 386
164-81-2675

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| FBI - SEATTLE | |

DB COOPER-50233

SAC, SEATTLE (164-81)

4/12/72

SA [REDACTED]

b6
b7C

NORJAK

On 4/11/72 witness [REDACTED] advised that there is certain similarities between photograph of MC COY and hijacker D.B. COOPER, although [REDACTED] felt that if MC COY were wearing a wig and had cosmetic make-up, it would change his complexion to a darker shade and there would be more similarity. [REDACTED] said that based on the photograph displayed him, he could not positively identify MC COY as the NORJAK hijacker.

On 4/12/72 witness CORD SPRECKEL advised that based on photo of MC COY, he would eliminate MC COY as a suspect in NORJAK. SPRECKEL felt that there were facial similarities but based on the photo displayed him, he stated that MC COY could be eliminated as a suspect.

DSJ:klb
(3)

164-81-2674 Sub. 386

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| APR 16 1972 | |
| FBI - SEATTLE | |

DB COOPER-50234

NR010 WA PLAIN

10:49 AM URGENT 4-12-72 GXC

TO SEATTLE SALT LAKE CITY

PORTLAND MINNEAPOLIS

FROM DIRECTOR (164-2111)

NORJAK.

RE SALT LAKE CITY TELETYPE APRIL ELEVEN LAST SETTING OUT SIMILARITIES EXISTING BETWEEN NORJAK AND HIJACKING OF UNITED AIR LINES FLIGHT EIGHT FIVE FIVE APRIL SEVEN LAST, BY RICHARD FLOYD MC COY.

THERE APPEARS TO BE LITTLE DOUBT THAT MC COY CAPITALIZED ON THE MO UTILIZED IN NORJAK. IT IS IMPERATIVE THAT IMMEDIATE AND INTENSIVE INVESTIGATION BE CONDUCTED TO ESTABLISH MC COY'S WHEREABOUTS UNEQUIVOCALLY ON NOVEMBER TWENTY-FOUR LAST, DATE OF NORJAK. THIS PORTION OF NORJAK INVESTIGATION IS TO BE COORDINATED BY THE SALT LAKE CITY OFFICE AND ALL LEADS ARE TO BE HANDLED BY TELEPHONE. CONFIRMED BY TELETYPE TO THE BUREAU, OFFICE OF ORIGIN, AND INTERESTED OFFICES. THE SEATTLE OFFICE IS TO IMMEDIATELY DISSEMINATE COPIES OF THE REPORT OF SA CHARLES E. FARRELL AT SEATTLE DATED FEBRUARY SIXTEEN LAST TO THE WEST COAST OFFICES IN ORDER TO FACILITATE

END PAGE ONE

Sub. 386
164-81-2693

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| FBI - SEATTLE | |

[Signature]

FILE (164-81)

4/12/72

SAC, SEATTLE

NORJAX

On 4/12/72 I talked to SA CHARLES SHEPHERD in Salt Lake City and referred to the Bureau's teletype today concerning this case.

I told him the 3 stewardesses had indicated that the photograph of McCOY was not identical with the UNSUB in this case. Two of the witnesses here had indicated there was a strong likeness and they would not eliminate him.

I suggested in view of this that they concentrate their investigation on establishing the whereabouts of McCOY on Thanksgiving, 11/25/71, and specifically during the pertinent period of 11/24/71, that being from 3:30 PM until 8:12 PM.

I advised him that they should interview neighbors, family members, establish where McCOY had Thanksgiving dinner and go from there. He advised that the doctor would not let him interview the wife of McCOY. I suggested having the doctor talk to her. He advised this would be done.

JEM:eon
(4)

cc: ~~164-81~~ 164-93

Sub. 386
164-81-2672

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| APR 12 1972 | |
| FBI - SEATTLE | |

[Signature]

DB COOPER-50238

FILE (164-81)

4/12/72

SAC, SEATTLE

NORJAK

On 4/12/72 I called SA HENRY SCHUTZ at the Bureau.

I advised him that the 3 stewardess witnesses in Minneapolis had observed the photograph of RICHARD FLOYD McCOY and advised that he was not identical with the NORJAK subject.

I told him that one witness here had observed certain similarities between the photograph of McCOY and the NORJAK subject; however, this witness, [redacted] said that if McCOY were wearin a wig and had cosmetic makeup, it would change his complexion to a darker shade and there would be more similarity.

b6
b7C

Witness CORD SPRECKLE advised that after viewing the photograph of McCOY, he would eliminate McCOY as a suspect in NORJAK. He did say there were facial similarities but based on the photograph displayed to him of McCOY, he would be eliminated as a suspect.

A 3rd witness here was unable to identify McCOY as the subject of NORJAK.

I told Mr. SCHUTZ that in spite of this, in view of the obvious similarity in the two cases, together with the apparent similarities of McCOY's photograph to that of the artist's sketch, I thought we should immediately establish positively his whereabouts during the pertinent period through independent witnesses, and that we would continue the investigation endeavoring to determine if McCOY had made a pre-hijacking flight from Salt Lake City to Portland and return and/or from Portland to Seattle and return.

I advised him later some time today we would send him a teletype concerning this matter.

JEM:eon
(4)

cc: 164-93

164-81-2674 Sub 386

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| FBI - SEATTLE | |

DB COOPER 50239

SAC, SEATTLE (164-81)

4/12/72

ASAC PAUL R. BIBLER

NORJAK

ASAC BOB KENT ^{mp} advised that all three ^{stewards} witnesses viewed photograph of MC COY and advised he was not identical to NORJAK subject.

PRB:klb
(3)

- Sub
164-81-2696

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| FBI - SEATTLE | |

[Signature]

SAC, SEATTLE (164-81)

4/12/72

ASAC PAUL R. BIBLER

NORJAK

SA RALPH HIMMELSBACH, Portland, advised that Portland witness [] said that MC COY's photo definitely was not UNSUB.

b6
b7c

Portland witness [] advised that a group of photos containing MC COY did not contain a photo of the hijacker.

Witness [] at Eugene, Oregon advised MC COY definitely not identical.

PRB:klb
(3)

164-81-2669

Sub. 386

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[Signature]

DB COOPER-50241

NR005 MP PLAIN

140 PM IMMEDIATE 4-12-72 MXF

TO DIRECTOR (164-2111)

SALT LAKE CITY (164-81)

SEATTLE (164-73)

FROM MINNEAPOLIS (164-73) 2P

NORJAK. OO: SEATTLE.

RE SEATTLE AND SALT LAKE CITY TELEPHONE CALLS TO MINNEAPOLIS
APRIL ELEVEN LAST; AND SALT LAKE CITY TELETYPE TO DIRECTOR
APRIL ELEVEN LAST.

THIS DATE A SERIES OF PHOTOGRAPHS CONTAINING THAT OF
RICHARD FLOYD MC COY WAS SHOWN TO NORTHWEST STEWARDESSES AT
MINNEAPOLIS, MINNESOTA.

THE THREE STEWARDESSES STATED THERE WERE SOME SLIGHT
SIMILARITIES, BUT EACH WAS QUITE CERTAIN THAT MC COY WAS NOT
IDENTICAL WITH COOPER.

SOME OF THE DIFFERENCES IN PHYSICA CHARACTERISTICS THAT
WERE NOTED WERE THAT MC COY'S EARS STUCK OUT FURTHER FROM HIS
HEAD THAN THOSE OF COOPER, COOPER'S HAIR WAS FULLER THAN THAT
END PAGE ONE

164-81-2668 Sub. 386

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| APR 12 1972 | |
| FBI - SEATTLE | |

DB COOPER-50242

Q

NR 008 SU PLAIN

12:58 AM SENT 4/12/72 PM IMMEDIATE 4/11/72 ACJ

TO DIRECTOR (164-2111)

PORTLAND (164-41)

MINNEAPOLIS (164-73)

SEATTLE (164-81)

FROM SALT LAKE CITY (164-24)

NORJAK. 00:SE.

REVIEW OF NORJAK CASE FILE, SU DIVISION, REVEALED NUMEROUS SIMILARITIES IN M.O. OF CAPTIONED CASE AND SU CASE ENTITLED "RICHARD FLOYD MC COY, JR.; CRIME ABOARD AIRCRAFT DASH HIJACKING; INTERFERENCE WITH FLIGHT CREW MEMBERS (UAL).

IN NORJAK ENVELOPE CONTAINING INSTRUCTIONS FURNISHED STEWARDESS. IN UAL, ENVELOPE AND TWO-PAGE SINGLE ACEDTY-WRITTEN INSTRUCTIONS, WITH ENVELOPE CONTAINING HAND GRENADE SAFETY PIN AND FORTY-FIVE CALIBER CARTRIDGE GIVEN TO STEWARDESS.

SUBJECT IN NORJAK EXHIBITED CONTENTS OF ATTACHE CASE ALLEGED TO CONTAIN DYNAMITE. IN UAL CASE, HIJACKER EXHIBITED GUN AND GRENADE AND INDICATED HE HAD PLASTIC EXPLOSIVE.

Sub. 386
164-81-2667

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| FBI - SEATTLE | |

[Signature]

DB COOPER 50244

SU 164-24

PAGE FIVE

LOWERS PACKAGE SO IT DANGLES BELOW HIM. AS JUMPER APPROACHES GROUND, HE RELEASES ROPE FROM BODY HARNESS WITH RESULT PACKAGE WILL DROP IN IMMEDIATE AREA OF LANDING. JUMPER CANNOT REIN CKA FASTENED TO BODY AS THIS WOULD HINDER LANDING OPERATION AND POSSIBLY CAUSE SERIOUS INJURY.

PHYSICAL DESCRIPTION IN BOTH CASES IS REMARKABLY SIMILAR. IN NORJAK CASE, SUBJECT IS DESCRIBED AS POSSIBLY IN MID-FORTIES, AND PERSONAL OBSERVATION OF SUBJECT, AGE TWENTY-NINE, GIVES IMMEDIATE IMPRESSION OF MAN POSSIBLY FORTY. COMPOSITE PHOTOGRAPH OF NORJAK SUBJECT BEARS STRONG RESEMBLANCE, PARTICULARLY HAIRLINE, HAIR PART, SHAPE OF FACE AND NOSE. IN NORJAK CASE, WITNESSES DESCRIBED SUBJECT'S COMPLEXION AS OLIVE, LATIN APPEARANCE, MEDIUM SMOOTH. IN UAL CASE, WITNESSES LIKEWISE DESCRIBED SUBJECT AS OF DARK COMPLEXION, POSSIBLY MEXICAN, BELIEVED DUE TO MAKE UP. IN NORJAK CASE, SUBJECT DESCRIBED AS HAVING SIDEBURNS AT LOW EAR LEVEL. ^{NO} SUBJECT IN UAL CASE UPON ARREST HAS SIDEBURNS TO BOTTOM LOBE OF EAR. IN NORJAK CASE, WITNESSES STATED VOICE HAD NO PARTICULAR ACCENT, POSSIBLY FROM MID-WEST SECTION OF U.S. IN UAL CASE, ND

END PAGE FIVE

SU 164-24

PAGE SIX

WITNESSES DESCRIBED SUBJECT'S VOICE AS NORMAL AND DID NOT REFER TO ANY ACCENT OF ANY TYPE.

IN NORJAK CASE, UNSUB DESCRIBED AS HEAVY SMOKER OF RALEIGH FILTER TIP CIGARETTES. IN UAL CASE, SUBJECT BROUGHT SUPPLY OF CANDY AND CONTINUALLY EATING CANDY DURING FLIGHT. IT IS NOTED UAL INVESTIGATION HAS NOT INDICATED UAL SUBJECT SMOKES; HOWEVER IS FROM RALEIGH, NORTH CAROLINA. CANDY COULD BE SUBSTITUTE FOR CIGARETTES; HOWEVER SUBJECT IN EACH CASE OBVIOUSLY NERVOUS.

IN UAL CASE, THERE IS OBVIOUS EVIDENCE SUBJECT ATTEMPTED TO DISGUISE HIMSELF AFTER BOARDING PLANE, IN THAT HE ON TWO OCCASIONS SPENT EXTENDED PERIODS IN LAVATORY AND EMERGED WITH BLACK HAIR WIG AND FALSE MUSTACHE.

NORJAK CASE, SUBJECT DURING LATTER PART OF FLIGHT PUT ON DARK WRAP-AROUND SUNGLASSES, WITH DARK RIMS. UAL CASE, SUBJECT BOARDED PLANE WITH MIRROR TYPE SUNGLASSES.

IN NORJAK CASE, SUBJECT BELIEVED TO HAVE DEPARTED PLANE IN AREA CONTAINING A NOTICEABLE BEACON AND FARM LAND. IN UAL CASE, SUBJECT DEPARTED PLANE SHORTLY AFTER HEADING EAST UTALAKE

ND SIX

SAC, SEATTLE (164-81)

April 11, 1972

Night Clerk

b6
b7c

NORJAK

SA BOB KOEHLER, Minneapolis Division, advised the writer, at 8:45 PM, this date, that he had interviewed two of the stewardesses aboard the SUBJECT flight regarding similarities between ROBERT MCCOY and NORJAK UNSUB.

KOEHLER stated that both stewardesses said that the two individuals were definitely not identical. KOEHLER advised that he would interview the last (third) stewardess in the morning and would back up this conversation with a teletype.

TIM/tim
(2)

Sub. 386

164-81-2666

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| APR 11 1972 | |
| FBI - SEATTLE | |

DB COOPER-50253

NR 019 SF PLAINTEXT

8:59PM NITEL 4/11/72 JAK

TO DIRECTOR (164-2111)

SALT LAKE CITY

SEATTLE

PORTLAND

CHICAGO

FROM SAN FRANCISCO (164-220) 1P

NORJAK

RE RICHARD FLOYD MC COY, JR., CAA - HIJACKING; INTERFERENCE
WITH FLIGHT CREW MEMBERS. 00: SU

RE SU TEL TO BUREAU, ET AL, DATED APRIL TEN LAST.

ON APRIL ELEVEN INSTANT, [REDACTED]

[REDACTED] HUGHES AIR WEST, SECOND AND ELLSWORTH, SAN MATEO, CALIF.,
MADE AVAILABLE THE HUGHES AIR WEST TICKETS REQUESTED IN REFERENCED
COMMUNICATION. THE ABOVE MENTIONED TICKETS WERE REVIEWED
AS REQUESTED IN RETEL. THE REVIEW OF THESE TICKETS WAS MET
WITH NEGATIVE RESULTS. THIS REVIEW FAILED TO REFLECT ANY R. MC COY
D.B. COOPER, OR ANY NAME SIMILAR, FLYING FROM SU TO SE, OR PD, OR FROM

PD OR SE TO SU.

END...

PLS ACK FOR TWO TELS

ACKN NR'S 012 & 019

FEE

FBI SEATTLE CLR

Sub. 386
164-81-2665

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DB COOPER-50254

b6
b7c

FILE (164-81)

4/11/72

SAC, SEATTLE

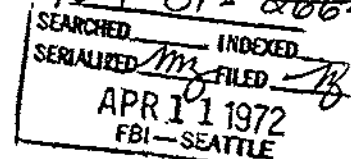
NORJAK

On 4/11/72 SAC CALAME called from Salt Lake City. He advised that ASAC KENT, Minneapolis, had called and informed that one of the witnesses had called the Minneapolis Office and advised that the photograph of the subject of the SALJAK case, RICHARD FLOYD MCCOY, looks very much like the subject of the NORJAK case.

I asked SAC CALAME to forward us by facsimile a copy of the man's military record, his employment record, and such background as he has so that we can commence establishing the possibility that he actually had an acquaintance with this territory.

JEM:eon
(4)

cc: 164-93



DB COOPER-50255

NR004 SE PLAIN

1053 PM NITEL 4/11/72 VAB

TO DIRECTOR (164-2111) (MAIL)

SAN FRANCISCO

CHICAGO

SALT LAKE CITY (164-24)

FROM SEATTLE (164-81) 1P

NORJAK.

RE: RICHARD FLOYD MC COY, JR., CAA - HIJACKING; INTERFERENCE
WITH FLIGHT CREW MEMBERS. OO: SALT LAKE CITY.

RE: SALT LAKE CITY TELETYPE, THIS DATE.

IN CHECKING NAMES OF INDIVIDUALS, SAN FRANCISCO AND CHICAGO
SHOULD USE THE NAME R. MC COY, RICHARD FLOYD MC COY, JR., DAN
COOPER AND D. COOPER. THE NAME D. B. COOPER HAS NEVER OCCURRED IN
THIS CASE, IT BEING COINED MISTAKENLY BY THE NEWS MEDIA.

END

WAC

FBI CHICAGO FOR TWO TELS CLR

Sub. 386
164-81-2663

DB COOPER-50256

NROO1 SU PLAIN

10:45 AM URGENT 4/11/72 RAD 2P

TO DIRECTOR (164-2111)
CHICAGO
SAN FRANCISCO
SEATTLE (164-81)
FROM SALT LAKE CITY (164-24)

NORJAK.

RE: RICHARD FLOYD MC COY, JR. CRIME ABOARD AIRCRAFT -
HIJACKING; INTERFERENCE WITH FLIGHT CREW MEMBERS. OO: SALT LAKE
CITY.

MC COY ARRESTED BY BUREAU AGENTS APRIL NINE LAST AND
BEING CONSIDERED SUSPECT IN NORJAK.

AIRLINES FLYING SALT LAKE CITY TO PORTLAND ARE UNITED
AIRLINES FLIGHT FIVE EIGHT SEVEN LEAVING SEVEN TWENTY A.M.
ARRIVING PORTLAND TEN THIRTY A.M., AND AIR WEST FLIGHT SEVEN
SEVEN TWO LEAVING SALT LAKE CITY SEVEN FIFTY A.M. WOULD APPEAR
TO BE ONLY FLIGHTS FROM SALT LAKE CITY POSSIBLY PERTINENT.

MC COY IN CURRENT HIJACKING FLEW SALT LAKE CITY TO
DENVER ON WEEK PRIOR TO HIJACKING, APRIL SEVEN LAST, APPARENTLY
MAKING A "DRY RUN" USING NAME R. MC COY.

END PAGE ONE

164-81-2660 Sub 386

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| FBI - SEATTLE | |

DB COOPER-50257

FILE (164-81)

4/11/72

SAC, SEATTLE

NORJAK

On 4/11/72 SA DICK HEAD, from Salt Lake City, called and advised that colored and Poloroid pictures of RICHARD FLOYD McCOY will be furnished to Portland and Seattle via air courier on UAL Flight 277, arriving Seattle 5:22 PM, 4/11/72.

I later talked to SAC CALAME in Salt Lake City and told him he should forward the photographs via Western Airlines pilot courier today to Minneapolis to show to the crew since all of the crew of Northwest Flight 405 are in Minneapolis today but will be leaving tomorrow. I also asked SAC CALAME to furnish to us any information that would suggest that McCOY either lived or worked in this area at any time in the past.

JEM:eon
(4)

cc: 164-93

Sub. 386
164-81-Sub 1

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| FBI - SEATTLE | |

[Signature]

DB COOPER-50250

NR 005 SU PLAIN

10:08 PM URGENT 4/10/72 ACJ

TO DIRECTOR, FBI (164-2111)

CHICAGO

SAN FRANCISCO

SEATTLE (164-81)

FROM SALT LAKE CITY (164-24) (2)

NORJAK.

RE: RICHARD FLOYD MC COY, JR. CRIME ABOARD AIRCRAFT -
HIJACKING; INTERFERENCE WITH FLIGHT CREW MEMBERS. OO: SALT LAKE
CITY.

MC COY ARRESTED BY BUREAU AGENTS APRIL NINE LAST AND
BEING CONSIDERED SUSPECT IN NORJAK.

AIRLINES FLYING SALT LAKE CITY TO PORTLAND ARE UNITED
AIRLINES FLIGHT FIVE EIGHT SEVEN LEAVING SEVEN TWENTY A.M.
ARRIVING PORTLAND TEN THIRTY A.M., AND AIR WEST FLIGHT SEVEN
SEVEN TWO LEAVING SALT LAKE CITY SEVEN FIFTY A.M. WOULD APPEAR
TO BE ONLY FLIGHTS FROM SALT LAKE CITY.
POSSIBLY PERTINENT.

MCCOY IN CURRENT HIJACKING FLEW SALT LAKE CITY TO
DENVER ONE WEEK PRIOR TO HIJACKING, APRIL SEVEN LAST, APPARENTLY
MAKING A "DRY RUN" USING NAME R. MC COY.

END PAGE ONE

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| APR 10 1972 | |
| FBI - SEATTLE | |

DB COOPER 50260

FILE (164-81)

4/11/72

SAC, SEATTLE

NORJAK

On 4/10/72 I talked to SAC CALAME and SA DICK HEAD in Salt Lake City; SAC CALAME advised that the black and white as well as Poloroid pictures of McCOY were being forwarded by air courier to Seattle on the morning of 4/11/72. The colored pictures would be sent later.

In response to SA HEAD's request, I had Mr. BIBLER check the file and advise SA HEAD that in searching the plane on arrival at Reno, the contents of the ashtray were sent to the Laboratory and the report reflected that there were 8 Raleigh cigarettes with no latent fingerprints on wrappers. I told SA HEAD to check United Airlines flight and Air West Flight from Portland to Salt Lake City and return from November 10 through November 27, 1971, to see if there was any record of RICHARD FLOYD McCOY or DAN COOPER making that flight.

JEM:eon
(4)

cc: 164-93

Sub 386
164-81-2643

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| APR 11 1972 | |
| FBI - SEATTLE | |

[Signature]

DB COOPER 50262

FILE (164-81)

4/11/72

SAC, SEATTLE

NORJAK

On 4/10/72 I talked to Mr. SCHUTZ at the Bureau.

I told him of the likeness of RICHARD FLOYD McCOY to the artist's conception of the UNSUB in the captioned case. I advised him we were checking the flights from Portland to Salt Lake City and Portland to Seattle for two weeks prior to 11/24/71 to see if the UNSUB had made a similar pre-trial flight to that made by FLOYD McCOY in the SALJAK case.

I also advised him that we were having the photographs sent here so that we could display them to the witnesses, and had arranged for the Minneapolis and Portland Offices to do the same thing.

JEM:eon
(4)

cc: 164-93

Sub. 386
164-81-2648

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| APR 11 1972 | |
| FBI - SEATTLE | |

[Signature]

DB COOPER-50263

FILE (164-81)

4/10/72

SAC, SEATTLE

NORJAK

On 4/10/72 I called SAC HELD in Minneapolis.

I asked him to check the records of Northwest Airlines flights between Seattle and Portland both ways from November 10 through November 24, 1971, to see if there was any record of a DAN COOPER, D. COOPER, RICHARD FLOYD McCOY, or any combination of those initials made such a flight, and to let us know.

I also advised SAC HELD that the Salt Lake City Office was forwarding a photograph of RICHARD FLOYD McCOY to Minneapolis and asked him to locate the witnesses so the photographs could be displayed immediately.

I called SA SHERK in Portland and advised him to make the same check with respect to the witness there and to show the photograph of McCOY to the witness as soon as received.

JEM:eon
(4)

cc: 164-93

Sub. 386
164-81-2644

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| APR 10 1972 | |
| FBI - SEATTLE | |

[Signature]

DB COOPER-50264

FILE (164-81)

4/10/72

SAC, SEATTLE

NORJAK

On 4/10/72 I called SAC CALAME at Salt Lake City and advised him that in examining the photograph of the subject of the SALJAK case, it appeared that he had a striking resemblance to the subject of the NORJAK case. I asked him to forward photographs of the subject to us immediately, to Portland and Minneapolis, for display to the witnesses and to establish the whereabouts of McCOY during the pertinent period.

SAC CALAME called me back and advised that in examining the material obtained during their investigation, they have determined that McCOY is a makeup artist. One of the stewardesses in their case described the subject as being swarthy or dark or possibly a Mexican. He had a dark mustache. However, they have located some mustache paste in his effects.

In addition, they have determined that using the name of R. McCOY, which is his name, he made a flight from Salt Lake City to Denver and the same flight from Denver to Los Angeles one week earlier on the same airlines.

The similarities in the SALJAK and NORJAK cases are striking in that in both cases he asked for 2 back packs and 2 chest pack parachutes. In addition, he requested the UAL to give him his own luggage from the plane's cargo department before they departed, and his own parachute and jump suit, helmet and flares, together with 100 ft. of rope in his luggage. SAC CALAME speculates that the subject in the SALJAK case tied the money in his other effects, together, and when he was ready to leave the plane let them descent first, hung onto the rope, just before he landed dropped them and he could make the landing safely. In addition, he dropped 2 parachutes which they have not located. One parachute was located in Nevada and one near where he landed in Utah. The whereabouts of the other chutes are unknown.

SAC CALAME is causing a check to be made of the UAL flights from Salt Lake City to Portland or Seattle for two weeks prior to 11/24/71. We should immediately commence inquiry to determine if an individual using the name of either DAN COOPER, D. COOPER, R. McCOY or RICHARD McCOY made a flight from Portland to Seattle on NW flight 405 2 weeks prior to 11/24/71.

JEM:eon
(4)

164-81 Sub 386
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APR 10 1972
FBI-SEATTLE

DB COOPER-50265

FEDERAL BUREAU OF INVESTIGATION
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UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81)

DATE: 5/30/72

FROM : SA JOHN A. DRAKE

SUBJECT: NORJACK

Sub 387
Elton

Rememo dated 4/5/72 (serial 164-81-2696) regarding ~~WILLIAM HAMILTON~~.

WILLIAM M. HAMILTON, Attorney is a member of the law firm of HAMILTON, LYNCH & KUNTZ, Professional Centre, Wenatchee, Washington. He is suspected of dealing in gold and represents a number of individuals who buy and sell gold. The writer has known HAMILTON for 6 1/2 years and feels that HAMILTON does not at all resemble or fit the description of the hijacker.

The writer has discussed this matter with Sheriff DICK NICKELL who indicated that he has no information reflecting that HAMILTON might be the hijacker. He indicated that HAMILTON has represented a number of unsavory individuals and appears to speculate in gold and land development.

JAD CC: 1 164-81

Sub. 387
164-81-3460

| | |
|---------------------|----------------|
| SEARCHED | INDEXED |
| SERIALIZED <i>m</i> | FILED <i>m</i> |
| MAY 31 1972 | |
| FBI - SEATTLE | |

[Signature]



FILE (164-81)

April 5, 1972

SAC J. E. MILNES

NORJAK

Sheriff RICHARD NICHOL, Chelan County, Wenatchee, Washington, advised on March 27, 1972 that WILLIAM HAMILTON, an attorney at Wenatchee, Washington, has been making some substantial investments of land. He is apprehensive concerning this man's ethics, conduct and behavior. In addition, he feels that he looks very much like the sketch of the hijacker in this case.

UNDEVELOPED LEAD

SEATTLE

At Wenatchee, Washington

Sheriff NICHOL should be contacted, complete details obtained from him concerning HAMILTON, and an investigation should then be conducted to establish (1) whether HAMILTON resembles the hijacker and (2) if it cannot be resolved otherwise then HAMILTON's whereabouts during the pertinent period should be resolved.

② - Seattle
JEM/cjw
(2)

Sub 387
164-81-2696

| | |
|---------------|---------|
| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 5 1972 | |
| FBI - SEATTLE | |

[Signature]

DB COOPER-50267

SAC, SEATTLE (164-81) (P)

5/4/72

SA [REDACTED]

b6
b7C

NORJAK

RE: [REDACTED] SUSPECT

Re memo of SAC, dated 4/5/72.

On April 28, 1972, SA [REDACTED]
[REDACTED] McChord Air Force Base, advised he has reviewed the Post Locator Records, which is a current record of Air Force personnel; he has reviewed the records of the civilian personnel; and further, the records of the Post Office, which maintains a list of those transferred or discharged for about a year, and he was unable to find any record of an [REDACTED]

b6
b7C

[REDACTED] also contacted the Air Traffic Control and reported that no one there remembered the name [REDACTED]

Further, [REDACTED] suggested that with a name as common as [REDACTED] it would probably be impossible to identify him in the discharge records of Air Force personnel.

ELIMINATED

③-Seattle

JAG/rmh
(3)

[REDACTED]

164-81-3492

| | |
|-----------------|--------------|
| SEARCHED..... | INDEXED..... |
| SERIALIZED..... | FILED..... |
| MAY 4 1972 | |
| FBI - SEATTLE | |

b6
b7C

FILE (164-81)

April 5, 1972

SAC J. E. MILNES

NORJAK

RE: [REDACTED] SUSPECT

b6
b7c

There is attached a copy of a memorandum which has been made available by [REDACTED] of the Seattle Post Intelligencer, concerning a suspect. This came to the PI through the Secret Witness Program and that source should not be disclosed. Investigation should be conducted to establish whether [REDACTED] is identical with the UNSUB.

2 - Seattle
JEM/cjw
(2)

b6
b7c

164-81-2908

| | |
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| SEARCHED | INDEXED |
| SERIALIZED <i>my</i> | FILED <i>my</i> |
| APR 5 1972 | |
| FBI - SEATTLE | |

Wb

DB COOPER-50269

[REDACTED]

b6
b7C

Last known whereabouts: [REDACTED] McChord

Air Force Base.

Ex-Air Force

Striking resemblance to Composite D. B. Cooper

b6
b7C

DB COOPER-50270

164-81-270-9

| | |
|---------------|---------|
| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 5 1972 | |
| FBI - SEATTLE | |

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: 6/28/72

FROM : SA [REDACTED]

b6
b7C

SUBJECT: NORJAK

RE: D. B. (LNU)
NUMBER 389

On June 15, 1972, [REDACTED]
Edwards House Apartments, 2619 Fifth Avenue, Seattle,
Washington, was shown a composite drawing of Unsub.
[REDACTED] stated that the composite did not resemble
any tenant presently living at the Edwards House Apart-
ments nor does it resemble any tenant she could remember
ever living at the apartments. [REDACTED] also stated
that no one with the initials D. B. has lived in [REDACTED]
apartment house.

DUE TO AGENT'S TRANSFER IT IS RECOMMENDED
THAT ANY FURTHER INVESTIGATION OF THIS SUSPECT
BE REASSIGNED.

JTS/sem

(3)



5010-108

164-81-3633 Sub. 389

| | |
|-----------------|--------------|
| SEARCHED..... | INDEXED..... |
| SERIALIZED..... | FILED..... |
| JUN 28 1972 | |
| FBI-SEATTLE | |

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB COOPER-50271

SAC, SEATTLE (164-81) (P)

5/18/72

SA [REDACTED]

b6
b7c

NORJAK (SUB 389D.B.LNU)

On April 20 & 25, 1972, attempts were made to contact [REDACTED] the Edwards House Apartments, 2619 5th Avenue, Seattle, Washington, with negative results. No printing shop could be located adjacent to this apartment house as was indicated in the letter sent to the Seattle Post-Intelligencer in connection with their anonymous witness program.

LEAD

SEATTLE

At Seattle, Washington

Attempt to contact [REDACTED] or Acting Manager of the Edwards House Apartments at 2619 5th Avenue and display a composite drawing of subject in NORJAK case to [REDACTED] to determine if she could recall a tenant or person residing in the area who resembled the composite drawing known as D. B.

b6
b7c

In view of Agent's transfer to another Field Division, it is recommended that this lead be reassigned.

② - Seattle
DSJ:kn
(2)

164-81-3430 Sub. 389
mz mz

FILE (164-81)

April 5, 1972

SAC J. E. MILNES

NORJAK

RE: D. B. _____, SUSPECT

There is attached a copy of a memorandum which has been made available by _____ of the Seattle Post Intelligencer, concerning a suspect. This came to the PI through the Secret Witness Program and that source should not be disclosed. Investigation should be conducted to establish whether D. B. _____ is identical with the UNSUB.

b6
b7C

2 - Seattle
JEM/cjw
(2)

b6
b7C

164-81-2710

| | |
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| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 5 1972 | |
| FBI - SEATTLE | |

DB COOPER 50273

In response to the November 24, 1971 hijacking of the Northwest Orient airliner Nov. 24.

Your composite drawing of the man known as (D. B. Cooper) matches to a (T) a man who used to hang around an apartment on 5th Avenue. His name was D. B. Blank, I don't remember his last name, but his first name is Richard but he was going by the name of Dick.

He was broke and out of work and very worried about his money situation. He would come to the apartment of [] and pretend to make a phone call about some job traveling selling wigs, but he would push the receiver button down and pretend he was talking to someone. He disappeared when the hijacking took place and he always wore a dark ~~xxx~~ suit and dark sun glasses.

I don't know his last name, but if you go to the address on the bottom of this page the manager there will know as he used to hang around there, and he used to work in a printing shop next door to the apartment house before he was fired for unknown reasons. The [] name is

[] the Edwards House Apartments, 2619-5th Avenue.

Also this man said that he was an experienced parachutist.

So I am quite sure if you look into this information you will have the first evidence of this terrible crime.

I believe if he is not in Seattle yet he is somewhere in Florida because that is where he talked about going.

Thank you for your time and patience.

DB COOPER 502/4

Sub 389
164-81-2409
EXED
R 21972

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: 9/12/72

FROM : SA [REDACTED]

SUBJECT: NORJAK
OO: SEATTLE

b6
b7C
b7D

RE: DEMONSTRATION OF PHOTOGRAPHS
TO WITNESSES

On 9/5/72, witness [REDACTED]
[REDACTED], telephone [REDACTED]
was exhibited photographs of the following individuals:

| <u>NAME</u> | <u>SUB FILE NO.</u> |
|---------------------------|---------------------|
| WILLIAM C. BEVAN | 458 |
| ALVIN BENTON CELCER | 446 |
| BILLY RAY COONRAD | 456 |
| [REDACTED] | |
| RICHARD DRUMMOND DUKET | 408 |
| DOUGLAS ARCHIBALD WILLOWS | 402 |
| STEWART O. KIME | 416 |
| RAYMOND D. BERRYHILL | 390 |
| LONNY JAMES MC CLELLAN | 435 |
| DOYLE WAYNE HARVELL | [REDACTED] |
| JOHN STEVENS WHATLEY | 415 |
| [REDACTED] | |
| LAWRENCE MILLARD CREWS | 356 |

b6
b7C

Eliminate

Sub 390

164-81-3892

RNN:md
(47)

| | |
|---------------|---------|
| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| SEP 12 1972 | |
| FBI - SEATTLE | |

N



UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: 9/12/72

FROM : SA [REDACTED]

SUBJECT: NORJAK
OO: SEATTLE

b6
b7C

RE: DEMONSTRATION OF PHOTOGRAPHS TO WITNESSES

On 9/1/72, witness [REDACTED]
[REDACTED] Seattle, Washington, telephone
[REDACTED] was exhibited photographs of the following
individuals:

| <u>NAME</u> | <u>SUB FILE NO.</u> |
|------------------------------|---------------------|
| 1. WILLIAM C. BEVAN | 458 |
| 2. ALVIN BENTON CELCER | 446 |
| 3. BILLY RAY COONRAD | 456 |
| [REDACTED] | |
| 6. RICHARD DRUMMOND DUKET | 408 |
| 7. DOUGLAS ARCHIBALD WILLOWS | 402 |
| 8. STEWART O. KIME | 416 |
| 9. RAYMOND D. BERRYHILL | 390 |
| 10. LONNY JAMES MC CLELLAN | 435 |
| 11. DOYLE WAYNE HARVELL | [REDACTED] |
| 12. JOHN STEVENS WHATLEY | 415 |
| [REDACTED] | |
| 14. LAWRENCE MILLARD CREWS | 356 |

b6
b7C

RNN:md
(27)

Sub-390
164-81-3891

| | |
|-----------------|--------------|
| SEARCHED..... | INDEXED..... |
| SERIALIZED..... | FILED..... |
| SEP 12 1972 | |
| FBI-SEAT | |



5010-108

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB-COOPER-50278

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: 9/12/72

FROM : SA

b6
b7c

SUBJECT: NORJAK
OO: SEATTLE

RE: DEMONSTRATION OF PHOTOGRAPHS
TO WITNESSES

On 9/1/72, witness CORD HARMS ZUM SPRECKEL, Color Control, Inc., 624 Yale Avenue N., telephone number 623-2984, was exhibited photographs of the following individuals:

| <u>NAME</u> | <u>SUB FILE NO.</u> |
|---|---|
| 1. WILLIAM C. BEVAN | 458 |
| 2. ALVIN BENTON CELCER | 446 |
| 3. BILLY RAY COONRAD | 456 |
| | |
| 6. RICHARD DRUMMOND DUKET | 408 |
| 7. DOUGLAS ARCHIBALD WILLOWS | 402 |
| 8. STEWART O. KIME | 416 |
| 9. RAYMOND D. BERRYHILL | 390 ✓ |
| 10. LONNY JAMES MC CLELLAN | 435 |
| 11. DOYLE WAYNE HARVELL | |
| 12. JOHN STEVENS WHATLEY | 415 |
| | |
| 14. LAWRENCE MILLARD CREWS | 356 |

b6
b7c



RNN:md
(27)

164-81-Sub 390
3890
SEARCHED
SERIALIZED FILED
SEP 12 1972
FBI-SEATTLE
N

SAC, SEATTLE (164-81)

4/5/72

SAC, BUTTE (164-26) (P)

NORJAK

Re Butte Airtel to Seattle, 3/22/72.

Enclosed for the Seattle Office are two copies of a photograph of RAYMOND D. BERRYHILL, date of birth 12/29/37.

On 3/10/72, [redacted] Payette, Idaho, telephonically advised that RAYMOND D. BERRYHILL, date of birth 12/29/37, who is employed as a school teacher in the Paul, Idaho, area, bore some resemblance to the UNSUB.

b6
b7C

On 3/26/72, [redacted] Idaho Bureau of Law Enforcement, Motor Vehicle Bureau, Boise, Idaho, furnished five photographs of RAYMOND BERRYHILL, 411 South Lincoln Street, Moscow, Idaho.

BERRYHILL is described as follows:

| | |
|--------|-------------|
| Sex | Male |
| Color | White |
| Age | 34 |
| Born | 12/29/37 |
| Height | 6' |
| Weight | 190# |
| Eyes | Blue |
| Hair | Brown |
| SSN | 152-28-2447 |

LEAD:

SEATTLE DIVISION

AT SEATTLE, WASHINGTON

Will display photographs of RAYMOND D. BERRYHILL to witnesses in an effort to determine whether or not he is identical with UNSUB.

② Seattle (Encl 2)
2 - Butte
PS/rlc
(4)

Sub. 390
164-81-2447

| | |
|---------------------|----------------|
| SEARCHED | INDEXED |
| SERIALIZED <i>m</i> | FILED <i>m</i> |
| APR 9 1972 | |
| FBI - SEATTLE | |

DB COOPER-50282

SAC, SEATTLE (164-81) (P)

4/19/72

SA [REDACTED]

b6
b7C
b7D

NORJAK

[REDACTED]
SOURCE

Elmer

Re SA THOMAS J. MANNING memo dated 4/9/72.

On 4/10/72 the writer of this memo contacted [REDACTED] Washington, at which time she provided the following information:

b6
b7C
b7D

[REDACTED] advised that the day after Thanksgiving, 1971, she and her husband were travelling on a forestry road near Willard, Washington, where they were looking for a Christmas tree to cut, at which time she noticed fresh tire tracks in the snow. [REDACTED] further advised that she did not know if the tire tracks in the snow tied in with the Norjak investigation, but that she thought that she should bring it to the attention of the FBI.

She further provided a Forest Service map, which revealed the location where she had seen the tire tracks in the snow. It was noted that a Forest Service road extends from where [REDACTED] saw the tire tracks to the general area of Merwin Dam, however, it was also noted that the general area where [REDACTED] saw the tire tracks was honeycombed with Forest Service roads, revealing that the vehicle that made the tire tracks could have been driven from any number of locations, including Stevenson, Washington, which is east of Willard, Washington.

b6
b7C
b7D

Because the tire tracks in the snow that [REDACTED] observed do not appear to tie directly into the Norjak investigation, no further investigation is being conducted.

NDS/rlg
(2)

164-81-~~3775~~
mm mm

BJ

SAC, SEATTLE (164-81) (P)

4/9/72

REATHOMAS J. MANNING

NORJAK

On 4/8/72 Portland Office advised that [redacted]
[redacted] Washington telephonically contacted Portland office and advised that she had information re Norjak but refused to discuss over phone. Desired an agent to call on her for the information. She gave a phone number of [redacted] but this area code is suspect.

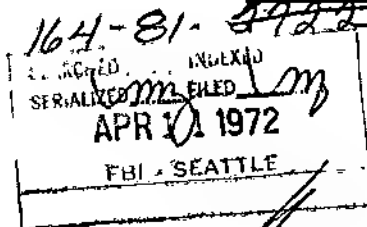
b6
b7C
b7D

She advised she is not listed on mail route but can be contacted by locating [redacted]
[redacted], Washington.

On 4/10/72 SA [redacted] Longview RA will make contact with [redacted] re her information.

(2) TJM/

b6
b7C
b7D



DB COOPER-50284

FEDERAL BUREAU OF INVESTIGATION

SUB 392

4/21/72

Date of transcription

BILLIE LEE MC GILL, Room 104, Sands Motel, 581 East 100 North, St. George, Utah, was advised of the identity of [redacted] as a Special Agent of the Federal Bureau of Investigation and the fact that Special Agent [redacted] desired to interview him concerning the hijacking of a Northwest Airlines Flight 305, occurring on November 24, 1971. Accompanying Special Agent [redacted] was Chief of Police JOE HUTCHINGS, St. George Police Department.

b6
b7C

MC GILL at the onset of the interview was advised of his rights by Special Agent [redacted] as contained on the executed warning and waiver form. MC GILL thereafter provided the following information:

It should be noted that MC GILL was extremely sluggish, almost incoherent in some of his answers and would respond differently to the same question numerous times during the interview.

MC GILL was asked by Special Agent [redacted] to provide his whereabouts on November 24 and 25, 1971; namely, Wednesday and Thursday of November of 1971. MC GILL first indicated that he was in Des Moines, Iowa, at his residence, the address of which he could not recall. When informed by Special Agent [redacted] that investigation indicated he possibly was in Alhambra, California, on Thanksgiving Day of 1971, MC GILL stated that it is possible he could have been. MC GILL later changed this statement that he had been in Des Moines, Iowa, or at Alhambra, California, on November 24 or 25, 1971, to state that he simply could not remember.

b6
b7C

MC GILL indicated throughout the interview that he was willing to answer any and all questions to the extent of his memory.

MC GILL stated he has been out of work for approximately 18 months, following his resignation as Deputy Director of the Narcotics Bureau for the State of Iowa. He indicated that he had been given the ax because of his drinking problem.

b6
b7C

Interviewed on 4/18/72 at St. George, Utah File # 6U-164-24-162
SE 164-81-8170
by SA [redacted] / nsb Date dictated 4/20/72 Sub 392

DB COOPER-50285

SU 164-24
SE 164-81

In regard to his limp, which was quite noticeable, MC GILL indicated he had hurt his ankles in an accident near Des Moines, Iowa, on December 24, 1971, which had been investigated by a Lieutenant [redacted] of the Des Moines, Iowa, Police Department. He stated, which he later refuted, he had been driving at that time a 1969 Dodge Polara, a State vehicle, which was involved in the accident. MC GILL later refuted this to say that this was not the incident which hurt his ankles; however, he had hurt his ankles approximately five to six months ago in Des Moines, Iowa, when he had parachuted from an aircraft piloted by a [redacted] [redacted] Municipal Airport, Mason City, Iowa. MC GILL stated in regard to his parachuting experience he had parachuted for the military and since leaving the military he had parachuted several times as an amateur with police officer of Cerro Gordo County and police officers of Mason City, Iowa.

b6
b7C

[redacted] In response to several questions by Special Agent [redacted] MC GILL exhibited a good knowledge of aircrafts and parachuting techniques to the extent that how you would lower your landing gear and drop full flaps in order to slow an aircraft down to a landing speed and other semi-technical terminology which a person familiar with aircraft and parachuting techniques would use. MC GILL stated one would be a fool for jumping from an aircraft over 10,000 feet and would be a fool to come out of an aircraft above 170 to 200 miles per hour as he might be caught in the air stream and be dashed against the fuselage of the aircraft.

MC GILL indicated he had sold his former residence, 2423 Richmond Avenue, Des Moines, Iowa, and had made an undisclosed amount of money from the sale. He further indicated he was divorced; however, he declined to mention his ex-wife's name or whereabouts.

In regard to his hurt ankles, MC GILL stated he had seen a doctor, name not recalled, at the VA (Veterans Administration) Hospital, Des Moines, Iowa, on March 30, 1972, at 9:30 a.m. He provided a slip which verified the place and date as an outpatient.

SU 164-24
SE 164-81

MC GILL stated he definitely had not been involved in the hijacking of Northwest Airlines Flight 305 on November 24, 1971, and further he had never been to the cities of Portland or Seattle, nor had he been to the states of Oregon or Washington. When asked if he had ever flown in a 727 jet aircraft, he stated that most likely he had as he has flown considerably between Des Moines, Iowa, and Alhambra, California.

MC GILL stated he owned a Smith and Wesson Model 19 .357 caliber revolver and a .25 caliber Beretta pistol, which he stated were in his parents' possession, Alhambra, California.

MC GILL stated that presently his finances consisted of approximately \$2,000 in the Valley Bank and Trust Company, Des Moines, Iowa, and \$1,800 in cash which he maintained in his wallet.

MC GILL stated he had recently purchased, date not recalled, a 1969 Mercury Monterey in Las Vegas from an automobile company which he could not recall with a cashier's check in the amount of \$1,800 drawn on the Bank of California. This vehicle was determined by Special Agent [] to bear Nevada License CAF 092, Vehicle Identification Number 9Z44K529224, and to be a four-door sedan with black vinyl top and white body.

The following descriptive data was obtained from observation and interview:

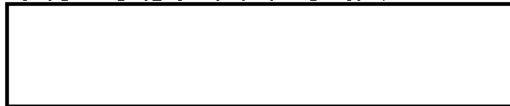
| | |
|----------------|----------------------------------|
| Name | BILLIE LEE MC GILL |
| Date of Birth | September 24, 1928 |
| Place of Birth | Detroit, Michigan |
| Race | White |
| Sex | Male |
| Nationality | American |
| Height | 6 feet |
| Weight | 160 pounds |
| Hair | Black |
| Eyes | Brown, wears brown clear glasses |

b6
b7c

SU 164-24
SE 164-81

Characteristic
Remarks
Tattoos
Scars and Marks
Permanent Address

Slightly protruding teeth
with noticeable gap
Wearing silver watch with white
face and black nylon band
U. S. Marine Corps insignia on
right outer forearm
Cut scars on stomach



b6
b7C

SAC, SEATTLE (164-81) (P)

6/28/72

SA

b6
b7C

NORJAK

On June 20, 1972, CORD HARMS SPECKEL observed a photograph of each individual listed below. This witness could not identify any of these suspects as being identical with the hijacker based solely on the provided photographs.

226

240

241

245

257

REX ALLEN ALEXANDER

BEN R. KANE

FRED ANGELO CATALANO

BILLIE LEE MC GILL *Sub. 392*

STEWART KIME

JTS/sem
(3)

Sub. 392
164-81-3632
u u

DB COOPER-50289

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81)

FROM : SA CHARLES E. FARRELL

SUBJECT: NORJAK

DATE: 5/17/72

SUB 392

On 5/11/72, [redacted] viewed the following listed photographs and advised that, in his opinion, none resembled the hijacker.

b6
b7C

Artist sketch of the UNSUB, aka George Ames, hijacker of EAL plane, 5/5/72, who bailed out over Honduras (SE 164-101);

[redacted]

GEORGE E. CATHEY, Sub file 381;
BILLIE LEE MC GILL, Sub file 392.

CEF:klb

Sub 392

Sub 392

164-81-3829

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| SERIALIZED <i>h</i> | FILED <i>h</i> |
| MAY 17 1972 | |
| FBI - SEATTLE | |

[Signature]



5010-108

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB COOPER-50290

NR 003 SU PLAIN

4:52 PM URGENT 4-18-72 GRJ

TO LOS ANGELES (164-497)

SEATTLE (164-81)

OMAHA

FROM SALT LAKE CITY (164-24) 4P

NORJAK.

RE: BILLIE LEE ME GILL - SUSPECT.

RE SALT LAKE CITY TELEPHONE CALL TO LOS ANGELES INSTANT DATE.

MC GILL INTERVIEWED ST. GEORGE, UTAH, BY BUREAU AGENT INSTANT DATE FOLLOWING ME GILL'S TELEPHONE CALL TO CEDAR CITY RESIDENT AGENCY REQUESTING BACKGROUND CONCERNING VISIT BY BUREAU AGENTS TO PARENTS HOME IN ALHAMBRA, CALIFORNIA.

DURING INTERVIEW MC GILL APPEARED UNDER INFLUENCE OF ALCOHOL AND HAD DIFFICULTY WITH MEMORY AND IN ANSWERING QUESTIONS. MC GILL CONTRADICTED HIMSELF AS TO HIS WHEREABOUTS ON NOVEMBER TWENTYFOUR AND TWENTYFIVE LAST, STATING SEVERAL INSTANCES THAT HE WAS AT PARENTS RESIDENCE IN ALHAMBRA, CALIFORNIA, THEN STATING HE WAS AT HOME, RESIDENCE NOT RECALLED, DES MOINES, IOWA; THEN HE STATED TOTALLY UNABLE TO RECALL WHEREABOUTS. MC GILL FURTHER AMBIGUOUS AS TO INJURED ANKLES, FIRST STATING INJURY DUE TO AUTOMOBILE ACCIDENT IN DES MOINES, IOWA, AROUND FIRST OF YEAR, THEN CHANGING

sub 392
164-81-3987

END PAGE ONE

| | |
|---------------------|----------------|
| SEARCHED..... | INDEXED..... |
| SERIALIZED <i>2</i> | FILED <i>2</i> |
| APR 18 1972 | |
| FBI - SEATTLE | |

SU 164-24

PAGE TWO

STORY TO STATE INJURIES DUE TO PARACHUTE JUMP FROM AIRCRAFT
PILOTED BY [REDACTED] MUNICIPAL AIRPORT, MASON CITY, IOWA,
APPROXIMATELY SIX MONTHS AGO.

b6
b7c

MC GILL STATED PURCHASED SIXTYNINE MERCURY MONTERY, BLACK
VINYL TOP OVER WHITE BODY, NEVADA LICENSE CAF ZERO NINE TWO, VIN
NINE Z FOUR FOUR K FIVE TWO NINE TWO TWO FOUR, FROM UNKNOWN
AUTOMOBILE AGENCY AT LAS VEGAS, NEVADA, DATE NOT RECALLED, PAID
EIGHTEEN HUNDRED DOLLARS BY CASHIER'S CHECK DRAWN ON BANK OF
CALIFORNIA, CITY NOT RECALLED.

MC GILL ADMITTED PREVIOUS PARACHUTING EXPERIENCE WITH MILITARY
AND IS AMATEUR; STATED HAS PARACHUTED WITH OFFICERS OF CERRO GORDO
COUNTY AND OFFICERS OF MASON CITY, IOWA. MC GILL STATES HE SAW
A DOCTOR, NAME NOT RECALLED, AT VETERANS ADMINISTRATION HOSPITAL,
DES MOINES, IOWA, AND PRODUCED SLIP VERIFYING SAME OCCURING
MARCH THIRTY LAST, NINE THIRTY A.M., IN REGARD TO HIS INJURED
ANKLES. MC GILL DENIED KNOWLEDGE OF HIJACKING, DENIED EVER BEING
IN PORTLAND, SEATTLE, OR IN STATES OF WASHINGTON OR OREGON.

MC GILL VOLUNTARILY SUBMITTED TO PHOTOGRAPHS WHICH INCLUDED
WITH AND WITHOUT GLASSES AND A PROFILE. THESE BEING FURNISHED
END PAGE TWO

SU 164-24

PAGE THREE

BY SEPARATE COMMUNICATION ALONG WITH FD THREE ZERO TWOS.

MC GILL IN POSSESSION APPROXIMATELY TWO THOUSAND DOLLARS CASH AND INTENDS DEPARTING A.M. APRIL NINETEEN NEXT FOR DES MOINES, IOWA. MC GILL CURRENTLY RESIDING ROOM ONE ZERO FOUR, SANDS MOTEL, ST. GEORGE, UTAH.

MC GILL INDICATED OWNERSHIP OF SMITH AND WESSON MODEL NINETEEN, TWO AND ONE-HALF INCH, THREE FIVE SEVEN MAGNUM, AND BERETTE TWENTYFIVE CALIBER PISTOL. BOTH CURRENTLY IN POSSESSION OF HIS PARENTS IN ALHAMBRA, CALIFORNIA.

MC GILL DESCRIBED AS WHITE MALE AMERICAN, DOB SEPTEMBER TWENTYFOUR TWENTYEIGHT, POB DETROIT, MICHIGAN, SIX FEET TA ONHUR STY POUNDS, BLACK HAIR, BROWN EYES, WEARING PLAIN GLASSES, TATOO OF U. S. MARINE CORPS EMBLEM RIGHT OUTER FOREARM, CUT SCARS ON STOMACH, HAS SLIGHT PROTRUDING TEETH WITH NOTICEABLE GAP I FRONT TEETH AND SLIGHT PROTRUDING UPPER LIP. LIPS NOT PROMINENT. WEARING SILVER WATCH WITH WHITE FACE AND BLACK NYLON BAND ON LEFT WRIST. ADDRESS THROUGH WHICH CAN BE REACHED - IN CARE OF [REDACTED]

[REDACTED] DES MOINES, IOWA.

END PAGE THREE

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SU 164-24

PAGE FOUR

SEATTLE FOLLOWING REVIEW OF ABOVE, SET FORTH ANY ADDITIONAL
LEADS AND INVESTIGATION DETERMINED NECESSARY FOR ELIMINATION OF
MC GILL AS SUSPECT.

UNSUB SHOULD BE CONSIDERED ARMED AND DANGEROUS.

END

XX

JFK FBI SEATTLE

CLR

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81)

FROM : SA CHARLES R. ST. JOHN

SUBJECT: NORJAK

DATE: 6/5/72

Sub 392

On June 1, 1972, witness [] was exhibited photographs of the following individuals:

b6
b7C

FRED ANGELO CATALANO Subfile 245

DALE COOPER Subfile 226

RAY CHARLES COFFMAN Subfile 241

BILLIE LEE MC GILL Subfile ~~247~~ 392

STEWART O. KIME Subfile 257

[]
REX ALLEN ALEXANDER Subfile 240

b6
b7C

BEN R. KANE []

With the exception of CATALANO, [] stated none of the other individuals bear any resemblance to the hijacker and in his opinion are not identical with him.

[] believed the photograph of CATALANO bore a very strong resemblance to the hijacker. He particularly noted the hairline, stating that if the hair in the photograph observed was marcelled as was the hijacker's, it would be an exceptionally good likeness. He further noted strong similarities in the high cheekbones, the long nose, and eyes as he remembered the hijacker.

He was unable to determine from the photograph the complexion of CATALANO but again emphasized the hijacker had a swarthy or Latin type complexion and it appeared to him CATALANO might have such a complexion. He would prefer to see a color photograph and additional photographs of CATALANO. *Sub. 392*

CRS:bfr
(10)



5010-108

164-81-346-9

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| SEARCHED..... | INDEXED..... |
| SERIALIZED..... | FILED..... |
| JUN 5 1972 | |
| FBI - SEATTLE | |

[Signature]

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB COOPER-50295

4/21/72

AIRTEL

AIRMAIL

TO: SAC, SEATTLE (164-81)
FROM: SAC, SALT LAKE CITY (164-24) (P)
RE: NORJAK
(OO: SE)

Re: BILLIE LEE MC GILL - SUSPECT

Re Salt Lake City teletype to Seattle, 4/18/72.

Enclosed for Seattle are five copies, for Los Angeles and Omaha two copies each, of FD-302 showing an interview with suspect MC GILL.

As Salt Lake City is not in possession of all information concerning investigation regarding MC GILL, leads and investigation stemming from this interview are being left to the discretion of the office of origin. Photographs of MC GILL are being duplicated and will be forwarded as soon as copies are available.

LEAD

SALT LAKE CITY DIVISION

AT SALT LAKE CITY, UTAH

Furnish photographs of MC GILL to Seattle, Los Angeles and Omaha.

- ② - Seattle (Enc. 5)
- 2 - Los Angeles (Enc. 2) (164-497)
- 2 - Omaha (Enc. 2)
- 2 - Salt Lake City

JHN:nsb
(8)

164-81-3392

Sub 392

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| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 21 1972 | |
| FBI - SEATTLE | |

7

DB COOPER 50296

FEDERAL BUREAU OF INVESTIGATION

1

4/21/72

Date of transcription

BILLIE LEE MC GILL, Room 184, Sands Hotel, 581 East 180 North, St. George, Utah, was advised of the identity of [redacted] as a Special Agent of the Federal Bureau of Investigation and the fact that Special Agent [redacted] desired to interview him concerning the hijacking of a Northwest Airlines Flight 305, occurring on November 24, 1971. Accompanying Special Agent [redacted] was Chief of Police JOE HUTCHINGS, St. George Police Department.

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MC GILL at the onset of the interview was advised of his rights by Special Agent [redacted] as contained on the executed warning and waiver form. MC GILL thereafter provided the following information:

It should be noted that MC GILL was extremely sluggish, almost incoherent in some of his answers and would respond differently to the same question numerous times during the interview.

MC GILL was asked by Special Agent [redacted] to provide his whereabouts on November 24 and 25, 1971; namely, Wednesday and Thursday of November of 1971. MC GILL first indicated that he was in Des Moines, Iowa, at his residence, the address of which he could not recall. When informed by Special Agent [redacted] that investigation indicated he possibly was in Alhambra, California, on Thanksgiving Day of 1971, MC GILL stated that it is possible he could have been. MC GILL later changed this statement that he had been in Des Moines, Iowa, or at Alhambra, California, on November 24 or 25, 1971, to state that he simply could not remember.

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MC GILL indicated throughout the interview that he was willing to answer any and all questions to the extent of his memory.

MC GILL stated he has been out of work for approximately 18 months, following his resignation as Deputy Director of the Narcotics Bureau for the State of Iowa. He indicated that he had been given the ax because of his drinking problem.

Interviewed on 4/18/72 at St. George, Utah File # SU 164-24
SE 164-81 Sub. 392
 by SA [redacted] / nab Date dictated 4/20/72 164-81-339^{b6}
 b7C

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

DB COOPER-50297

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| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 24 1972 | |
| FBI - SALT LAKE | |

4/27/72

AIRTEL

AIR MAIL

TO: SAC, SEATTLE (164-81)
FROM: SAC, SALT LAKE CITY (164-24) (P)
RE: NORJAK
OO: SE

Re: BILLIE LEE MC GILL - SUSPECT.

Re Salt Lake City airtel to Seattle, 4/21/72.

Enclosed for each receiving office are two sets of
photographs of suspect BILLIE LEE MC GILL.

11A(259)
Seattle advise Salt Lake City if further investigation
is deemed necessary regarding suspect MC GILL.

- ② - Seattle (Enc. 6)
- 2 - Los Angeles (164-497)(Enc. 6)
- 2 - Omaha (Enc. 6)
- 2 - Salt Lake City

JHN:lbp
(8)

164-81-2994 Sub. 392

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| SERIALIZED <i>mm</i> | FILED <i>mm</i> |
| APR 28 1972 | |
| FBI - SEATTLE | |

DB COOPER-50301

4/26/72

Airtel

TO: SAC, SEATTLE (164-81)
FROM: SAC, OMAHA (149-179) (RUC)
SUBJECT: UNSUB;
Northwest Airlines
Flight 305
11/24/71
CAA - HIJACKING
OO: Seattle
Bufile 164-2111

Re Las Vegas teletype to Seattle, 4/11/72;
Omaha teletype to Seattle, 4/12/72; and Salt Lake City
teletype to Los Angeles, 4/18/72.

Enclosed herewith for the Seattle Division are
seven (7) copies each of eight (8) FD 302s reflecting
investigation conducted at Des Moines, Iowa. Enclosed
herewith for the Los Angeles Division are two copies each
of the above-described FD 302s.

It has been established that BILLIE LEE MC GILL
did formerly reside at Des Moines, Iowa, and was employed
as a State Agent for the Iowa Pharmacy Board, Des Moines,
Iowa.

It has further been established that MC GILL was
in the Des Moines, Iowa, area during late March and early
April, 1972, but investigation at Des Moines, Iowa, failed
to reflect anything relative to MC GILL's whereabouts at
the time of captioned hijacking, on November 24, 1971.

Southern District of Iowa, Des Moines, Iowa, is personally

2 - Seattle (Enc. 56)
2 - Los Angeles (Enc. 16)
1 - Omaha
LJH:cas
(5)

Sub. 392

164-81-2989

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| SERIALIZED | FILED |
| APR 26 1972 | |
| FBI - SEATTLE | |

DB COOPER-50302

acquainted with MC GILL and has known MC GILL for several years. He stated that MC GILL has a very serious alcoholic problem and that he has a history of difficulty with his legs. [] was interviewed on 4/12/72, and advised that MC GILL was in the Des Moines, Iowa, area during late March and early April, 1972, and that he was limping slightly at that time. MC GILL made no mention to [] about breaking both ankles. [] advises that it is his personal opinion that MC GILL was definitely not involved in any hijacking. He advised that MC GILL, over the past several years, and even more so during the past two years, has had a very serious alcoholic problem and it is not his [] personal opinion that MC GILL would be capable of effecting a hijacking. [] knows nothing relative to MC GILL's past experience as a parachutist.

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[] advised that to the best of his knowledge MC GILL has been residing with relatives in Alhambra, California, during the past year or two and he has seen very little of MC GILL during that period of time. [] could furnish no information relative to MC GILL's whereabouts on November 24, 1971, but stated that he does not feel MC GILL was in Des Moines as of that date.

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MC GILL's [], Des Moines, Iowa, not being interviewed as MC GILL's former employer, [] advised [], Des Moines, Iowa.

On 4/21/72, [] was recontacted by SA [] and stated he has no information that MC GILL has returned to the Des Moines, Iowa, area.

In view of the information set forth above, and in view of information reflected in enclosed FD 302s, the Omaha Division is conducting no further investigation relative to this matter.

In the event the Seattle Division, following display of MC GILL's photographs to pertinent witnesses, desires further investigation be conducted relative to MC GILL in the Des Moines, Iowa, area, a specific lead should be set forth.

FEDERAL BUREAU OF INVESTIGATION

Date April 24, 1972

[redacted] Attorney, 510 Insurance Exchange Building, Des Moines, Iowa, furnished the following information:

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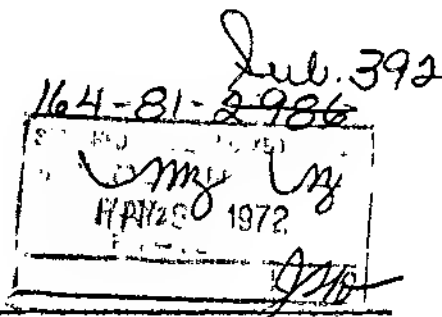
[redacted], who is [redacted] was contacted on April 3, 1972, by BILLIE LEE MC GILL. MC GILL contacted [redacted] for the purpose of having [redacted] prepare a will for him.

[redacted] was reluctant to discuss the will and his association with MC GILL in view of his attorney-client relationship with MC GILL.

He assured interviewing Agents, however, that MC GILL contacted him for the sole purpose of the preparation of a will, and that the will was a very "simple" will with minor assets. [redacted] charged MC GILL \$20.00 for preparation of the will and has not seen him since that time.

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[redacted] refused to furnish any further information relative to this matter.



On 4/12/72 at Des Moines, Iowa File # OM 149-179

by SA [redacted]
SA DARWIN E. THORNTON LJM:cas Date dictated 4/18/72

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FEDERAL BUREAU OF INVESTIGATION

1Date April 24, 1972

[redacted] Iowa Board of Pharmacy, Des Moines, Iowa, advised he is acquainted with BILLIE LEE MC GILL.

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He stated that MC GILL appeared at his office for a very brief period of time during late March or early April, 1972, and visited with him for a few moments. [redacted] stated that MC GILL was very highly intoxicated and almost incoherent. He stated that he has known MC GILL to have a problem with his legs but could not furnish the exact nature of the problem. He stated that MC GILL made no statements to him relative to any hijacking or any parachuting accident. He stated that he has no information relative to any amount of money in MC GILL's possession and he has no idea as to MC GILL's present whereabouts.

He stated that MC GILL merely visited him for a few moments and then left his office. He advised that MC GILL was very "shabby" in his appearance and [redacted] felt that he, MC GILL, had really gone down hill with his alcoholic problem.

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[redacted] stated that MC GILL did work for the Pharmacy Board, but could not furnish exact dates of MC GILL's employment without referring to records which are presently unavailable to him. He stated, however, that MC GILL was employed by the board during 1964 when [redacted] took over the position [redacted] and that [redacted] finally fired MC GILL during 1970, in that MC GILL had developed a severe alcoholic problem.

[redacted] has had very little contact with MC GILL since that time and feels that MC GILL has maintained residence somewhere in California with relatives. [redacted] could furnish no information relative to MC GILL's whereabouts on November 24, 1971, but does not feel he was in Des Moines, Iowa, area as of that time.

Sub 32
164-81-298

SEARCHED
SERIALIZED
INDEXED
FILED
APR 25 1972
FBI - IOWA
[Signature]

On 4/12/72 at Des Moines, Iowa File # OM 149-179

by SA [redacted]
SA DARWIN E. THORNTON LJH:cas Date dictated 4/18/72

b6
b7C

FEDERAL BUREAU OF INVESTIGATION

1Date April 24, 1972

[redacted] Iowa Des Moines National Bank, Des Moines, Iowa, advised records of the Iowa Des Moines National Bank reflect that on March 28, 1972, an individual identifying himself as BILLIE LEE MC GILL came to the Iowa Des Moines National Bank and purchased a bank cashier's check in the amount of \$3,251.68. In payment for the cashier's check, MC GILL presented a cashier's check number 0329-38127, in amount \$3,651.68, dated March 14, 1972, drawn on the Los Angeles National Airport Branch of the Bank of America, National Trust and Savings Association, Los Angeles International Airport, Los Angeles, California. MC GILL obtained the \$400.00 difference in cash.

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MC GILL returned to the bank on April 3, 1972, and cashed the below described cashier's check in amount \$3,251.68 and with the proceeds purchased another cashier's check, number 24655, in amount \$3,000.00. He obtained the difference, \$251.68, in cash.

[redacted] advised that the bank made payment on the \$3,000.00 cashier's check on April 11, 1972.

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[redacted] advised that at the time MC GILL purchased the \$3,251.68 cashier's check he dealt with [redacted] Iowa Des Moines National Bank.

At the time he cashed this check and purchased the \$3,000.00 cashier's check described above, he had contact with [redacted]

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[redacted] suggested contacting [redacted] and [redacted] for further information relative to these transactions.

Sub 392
164-81-2984
Wm Wm
APR 24 1972
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On 4/12/72 at Des Moines, Iowa File # OM 149-179

by SA [redacted]
SA DARWIN E. THORNTON LJH:cas Date dictated 4/18/72

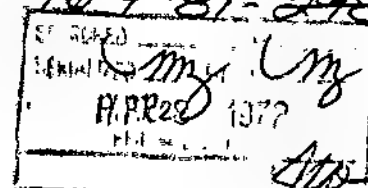
b6
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FEDERAL BUREAU OF INVESTIGATION

1Date April 24, 1972

[redacted] Iowa Des Moines National Bank, Des Moines, Iowa, advised a review of her records reflects that on March 38, 1972, an individual identifying himself as BILLIE LEE MC GILL appeared at [redacted], Iowa Des Moines National Bank, and purchased a cashier's check in amount \$3,251.68. As payment for the cashier's check, MC GILL cashed cashier's check number 0329-38127, in amount \$3,651.68, drawn on the Los Angeles International Airport Branch of the Bank of America National Trust and Savings Association. [redacted] recalls that she paid MC GILL in cash for the difference, \$400.00.

[redacted] recalls the transaction but is unable to furnish any information relative to the physical description of MC GILL.

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On 4/12/72 at Des Moines, Iowa File # DM 149-179

by SA [redacted]
SA DARWIN E. THORNTON LJH:cas Date dictated 4/18/72

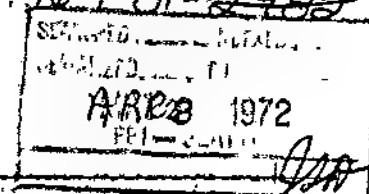
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FEDERAL BUREAU OF INVESTIGATION

1Date April 24, 1972

[redacted] Iowa Des Moines National Bank, recalls from her records that on April 3, 1972, an individual identifying himself as **WILLIE LEE MC GILL** appeared at [redacted] Iowa Des Moines National Bank. He purchased a \$3,000.00 cashier's check, number 24655, dated April 3, 1972, in amount \$3,000.00. In payment, he turned over to [redacted] a cashier's check dated March 28, 1972, drawn on the Iowa Des Moines National Bank in amount of \$3,251.68. [redacted] gave him the \$251.68 difference in cash.

[redacted] recalls nothing relative to **MC GILL** other than he was very sloppy in his appearance and appeared to be a "bum". [redacted] could furnish no further information relative to the transaction.

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On 4/12/72 at Des Moines, Iowa File # OM 140-179
by SA [redacted]
SA DARWIN H. THORNTON LHM:cm Date dictated 4/12/72

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b7C

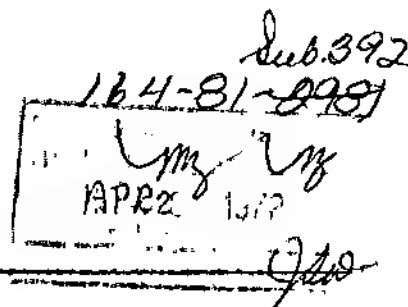
FEDERAL BUREAU OF INVESTIGATION

1Date April 24, 1972

[redacted] Iowa Bureau of
Narcotics, Lucas State Office Building, Des Moines,
Iowa, provided the following information:

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[redacted] advised that he vaguely recalls
the name BILLIE MC GILL as being an individual formerly
employed by the Iowa Board of Pharmacy, Division of
Narcotics, prior to the time that he, [redacted] assumed
[redacted] of the recently formed Iowa Bureau of
Narcotics. [redacted] stated that he has no
personnel files or other documents relating to former
employees of the Board of Pharmacy, Division of Narcotics,
even though some of these individuals are now employed
as Special Agents in the Iowa Bureau of Narcotics. He
advised that Special Agent [redacted] Iowa Bureau of
Narcotics, might recall BILLIE MC GILL inasmuch as [redacted]
was employed by the Board of Pharmacy, Division of
Narcotics, at approximately the same time that MC GILL
was similarly employed.



On 4/12/72 at Des Moines, Iowa File # OM 149-179

by SA [redacted]
SA JOHN J. MC GUIGAN JJM:cas Date dictated 4/18/72

b6
b7C

FEDERAL BUREAU OF INVESTIGATION

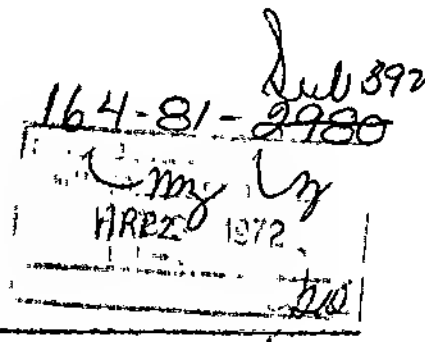
1Date April 24, 1972

Special Agent [] Iowa Bureau of Narcotics, Lucas State Office Building, Des Moines, Iowa, provided the following information:

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Agent [] advised that he recalled BILLIE LEE MC GILL who was employed 2½ years ago with the Iowa Board of Pharmacy, Division of Narcotics, Des Moines, Iowa. He advised that MC GILL, who was assistant director of the Division of Narcotics, was asked to resign his position. [] stated that he did not know the official reason given for MC GILL's resignation, but he believed MC GILL suffered from a drinking problem which began interfering with his work. [] advised that he learned from [] Des Moines, Iowa, that MC GILL visited Des Moines several weeks ago at which time [] observed him at the airport in an apparent intoxicated condition. [] advised that [] informed him that MC GILL claimed he recently worked for the Central Intelligence Agency and broke both of his ankles in a parachute jump. [] stated he has no personal contact with MC GILL for more than two years and has no information regarding MC GILL's activities since that time.

Agent [] advised that no personnel files were maintained by the Division of Narcotics, Iowa Board of Pharmacy, during the time that BILLIE MC GILL was employed by that agency. Agent [] stated he could not recall any background information regarding MC GILL, his associates, or his relatives.

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b7C

On 4/12/72 at Des Moines, Iowa File # OM 149-179

by SA []
SA JOHN J. MC GUIGAN JJM:cas Date dictated 4/18/72

b6
b7C

FEDERAL BUREAU OF INVESTIGATION

1

Date April 24, 1972

[redacted]
[redacted] Veterans Administration Hospital, Des Moines, Iowa, provided Veterans Administration (VA) Hospital file number C19-339-194 concerning BILLIE L. MC GILL, Social Security Account Number 371-24-4292. A review of this file revealed the following information:

BILLIE L. MC GILL, white male, religion protestant, Social Security Account Number 371-24-4292, United States Army from November 10, 1950 to November 10, 1952, United States Army serial number 55046287, admitted to the VA Hospital, Des Moines, Iowa, June 5, 1963, for five days for treatment for seminal vasculitis, referred by personal physician [redacted] M.D.

MC GILL released from BA Hospital, June 17, 1963, indicating his date of birth to be September 24, 1928, and showing a current residence at that time of 4036 56th Street, Des Moines, Iowa, in care of [redacted]
[redacted]

Further review of VA file C19-339-194, indicates MC GILL to have been admitted on March 19, 1972, and that "nursing notes" in this file indicate the following:

Age 44, date of birth September 24, 1928, [redacted] eyes - wears glasses, vision 20-200 right and left eye, 6'0" 165 pounds, habits: smokes two packages of cigarettes per day, employment - unemployed, symptoms - "has pedal edema pains in midcalf and excessive use of alcohol."

This file noted that MC GILL was released on March 19, 1972, after being treated for pains in leg and cirrhosis of the liver, noting the following information:

Father - JOHN COSGRIFF, 800 North Hidalgo, 164-81-2790 Alhambra, California, [redacted] telephone [redacted]
[redacted]

On 4/12/72 at Des Moines, Iowa

File # OM 149-179

SA [redacted] cas

4/18/72

by _____ Date dictated _____

OM 149-179

2

The last item noted in VA file number C19-339-194 indicates that BILLIE LEE MC GILL called the VA Hospital facilities in Des Moines, Iowa, on April 3, 1972, at approximately 7:45 a.m., however did not report for an appointment which had been scheduled on that day.

[redacted] concluded after providing the aforementioned records that he, personally, could provide no additional information concerning MC GILL and that MC GILL is unknown to him as a regular patient or outpatient at the VA Hospital facility in Des Moines, Iowa.

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SAC, SEATTLE (164-81) (P)

4/28/72

SA ERNEST C. SMITH

NORJAK
OO: SEATTLE

On 4/27/72, [redacted]
[redacted], Washington, was interviewed by SA ERNEST C. SMITH
and SA [redacted] in regard to his knowledge of DONALD
SYLVESTER MURPHY. [redacted] was asked if he knew DONALD SYLVESTER
and stated that he was MURPHY's attorney. He was exhibited
a photograph furnished by CARL FLEMING of the bald subject.
[redacted] stated that this did not look like his friend, MURPHY,
as MURPHY would not be caught wearing clothes like the individual
pictured in the photograph.

b6
b7C

[redacted] was then shown the photograph of the subject
standing on Pacific Avenue, Bremerton, Washington, with the
wig and asked if he had ever seen this individual or been pre-
sent when this photograph was taken. [redacted] stated that he
had never seen the individual and was ~~not~~ present when the photo-
graph was taken and, further, had no idea of the subject in
the photograph.

In describing his friend, MURPHY, he stated that,
"If you were bankrupt, MURPHY was that ten times over."
He went on to relate that he thought this whole thing was a
joke, that no one in Bremerton had enough guts to hijack that
airline. He further indicated that [redacted] had invited MURPHY
for Thanksgiving dinner and that he had declined stating that
he would be cooking the meal for [redacted]

b6
b7C

[redacted] stated that he was also acquainted with [redacted]
and BILL LEWIS and that all of these individuals had discussed
the hijacking shortly after it had occurred. He indicated that
the [redacted] received a lot of good publicity regarding their
sales promotions in the area as a result of the article in the
"Bremerton Sun," [redacted]

ECS:bgw
(3)

164-81-2978

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| SERIALIZED..... | FILED..... |
| APR 28 1972 | |
| FBI - SEATTLE | |

DB COOPER-50313

4/12/72

AIRTEL

AIRMAIL

TO: SAC, LOS ANGELES
FROM: SAC, SACRAMENTO (164-50) (P)
SUBJECT: NORJAK

Re Las Vegas nitel to Seattle; ET AL, 4/11/72.

Enclosed for Seattle and Los Angeles is one copy of California driver's license E889999.

AT SACRAMENTO, CALIFORNIA:

LA 4/12/72
[Redacted]
California Department of Motor Vehicles, furnished the enclosed copy of California driver's license E889999 which bears photograph of one BILLIE LEE MC GILL, 800 North Hidalgo Street, Alhambra, California.

MC GILL is described as a white male; born 9/24/28; 6' 1"; 160 pounds; brown hair; brown eyes; marital status, divorced. Previous license held in the State of Iowa.

2- Los Angeles (Enc. 1)
2--Seattle (164-81) (Enc. 1)
2--Sacramento
PMH:alt
(6)

Sub. 392
164-81-2773

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| SEARCHED..... | INDEXED..... |
| SERIALIZED <i>mm</i> | FILED <i>mm</i> |
| APR 14 1972 | |
| FBI - SEATTLE | |

[Signature]

DB COOPER-50314

NR 010 OM PLAIN

9:32 PM CST NITEL 4-12-72 IJS

TO SEATTLE

LOS ANGELES

FROM OMAHA 149-179 4P

NORJAK.

RE BILLIE LEE MC GILL.

INVESTIGATION, DES MOINES, IOWA, REFLECTS MC GILL WAS EMPLOYED AT IOWA BOARD OF PHARMACY, DES MOINES, IOWA, FOR SEVERAL YEARS UP TO NINETEEN SEVENTY AT WHICH TIME HE WAS DISMISSED IN VIEW OF HIS ALCOHOLIC PROBLEM.

RECORDS, VA HOSPITAL, DES MOINES, IOWA REFLECT MC GILL BORN SEPTEMBER TWENTYFOUR, NINETEEN TWENTYEIGHT, HAS RECORD OF TREATMENT AT HOSPITAL INDICATING TREATMENT ON JUNE FIVE, NINETEEN SIXTYTHREE THROUGH JUNE SEVENTEEN, NINETEEN SIXTYTHREE FOR SEMINAL VESICULITIS. HE LISTED SSAN THREE SEVEN ONE DASH TWO FOUR DASH FOUR TWO NINE TWO AND U. S. ARMY SERIAL NUMBER FIVE FIVE ZERO FOUR SIX TWO EIGHT SEVEN, AND VA CLAIM NUMBER C ONE NINE DASH THREE THREE NINE DASH ONE NINE FOUR. HE WAS LAST TREATED AT VA ON MARCH NINETEEN LAST FOR PEDAL EDIMA, I. E.
END PAGE ONE

Inv. 392
164-81-2722

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| FBI - SEATTLE | |

9/10

PAGE TWO

PAIN IN MIDDLE CALF, AND EXCESSIVE USE OF ALCOHOL. HE WAS RELEASED SAME DATE AND RECORDS DO NOT REFLECT BROKEN ANKLES.

MC GILL CALLED HOSPITAL APRIL THREE LAST AND APPEARED AT HOSPITAL SAME DATE BUT LEFT HOSPITAL WITHOUT TREATMENT AND DID NOT RETURN. HOSPITAL RECORDS REFLECT HIS FATHER AS JOHN COSGRIFF, EIGHT HUNDRED NORTH HIDALGO, ALHAMBRA, CALIFORNIA.

RECORDS, IOWA DES MOINES NATIONAL BANK (IDMNB) DES MOINES, IOWA, REFLECT MC GILL APPEARED AT BANK MARCH TWENTYEIGHT LAST AND PURCHASED THREE THOUSAND TWO HUNDRED FIFTYONE DOLLARS, SIXTY EIGHT CENTS CASHIERS CHECK WITH A THREE THOUSAND SIX HUNDRED FIFTYONE DOLLARS, SIXTYEIGHT CENTS CASHIERS CHECK DATED MARCH FOURTEEN LAST, NUMBER ZERO THREE TWO NINE DASH THREE EIGHT ONE TWO SEVEN, DRAWN ON THE LOS ANGELES INTERNATIONAL AIRPORT BRANCH OF THE BANK OF AMERICA NATIONAL TRUST AND SAVINGS ASSOCIATION (IABBANTSA), AND RECEIVED THE FOUR HUNDRED DOLLAR DIFFERENCE IN CASH. HE REAPPEARED AT IDMNB APRIL THREE LAST AND PURCHASED A THREE THOUSAND DOLLAR CASHIERS CHECK WITH ABOVE DESCRIBED THREE THOUSAND TWO HUNDRED FIFTYONE DOLLARS, SIXTYEIGHT CENTS CASHIERS

END PAGE TWO

PAGE THREE

CHECK, RECEIVING TWO HUNDRED FIFTYONE DOLLARS, SIXTYEIGHT CENTS DIFFERENCE IN CASH. HE MADE NO STATEMENTS TO BANK EMPLOYEES AS TO PURPOSE OF CHECKS. BANK HAS NO RECORD OF PRESENT OR PAST SAVINGS OR CHECKING ACCOUNTS, OR SAFETY DEPOSIT BOXES IN MC GILL'S NAME.

ON APRIL TWELVE INSTANT [REDACTED] DES MOINES, IOWA ADVISED HE PREPARED WILL FOR MC GILL ON APRIL THREE LAST AND MC GILL PAID TWENTYDOLLARS FEE IN CASH.

[REDACTED] REFUSED TO DISCUSS PROVISIONS OF WILL BUT DESCRIBED WILL AS QUOTE A TWENTY DOLLAR JOB UNQUOTE AND THAT MC GILL HAD VERY NOMINAL ASSETS. PERSONS INTERVIEWED AT DES MOINES, IOWA, ADVISED MC GILL HAS LEG TROUBLE BUT THEY ARE UNAWARE OF HIS HAVING BROKEN ANKLES. NO VERIFICATION AT DES MOINES OF BACKGROUND AS PARATROOPER BUT MC GILL SUPPOSEDLY PREVIOUSLY HAD PILOT'S LICENSE.

INVESTIGATION AT DES MOINES FAILS TO PLACE MC GILL IN DES MOINES PREVIOUS TO FIRST OF MARCH, LAST.

LOS ANGELES AT ALHAMBRA, CALIFORNIA. CONDUCT INVESTIGATION TO ESTABLIS MC GILL'S WHEREABOUTS ON NOVEMBER TWENTYFOUR NINETEEN SEVENTYONE, AND TO ESTABLISH WHETHER HE HAS A LARGE AMOUNT OF MONEY.

END PAGE THREE

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PAGE FOUR

AT LOS ANGELES INTERNATIONAL AIRPORT. WILL CONTACT
REPRESENTATIVE OF LOS ANGELES IABBANTS AND ASCERTAIN MC GILL'S
FORM OF PAYMENT FOR CASHIERS CHECK DESCRIBED PREVIOUSLY.

AT FOLLOWS ALONG WITH PHOTOGRAPHS OF MC GILL FOR LOS
ANGELES, LAS VEGAS, AND SEATTLE DIVISIONS.

AIR MAIL COPY FURNISHED TO LAS BEGAS. ARMED AND
DANGEROUS. P.

END

DCA FBI SE CLR

NR007 LV PLAIN

741 PM NITEL 4-11-72 JEG

TO SEATTLE (164-81)

LOS ANGELES

OMAHA

SACRAMENTO

FROM LAS VEGAS (164-60) (P) 4 PAGES

NORJAK.

RE. BILLIE LEE MC GILL.

[REDACTED] AND

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[REDACTED] AL BISHOPS USED CAR LOT, ADVISED CAPTIONED INDIVIDUAL IS WMA, ABOUT FORTY YEARS OF AGE, SIX FT. TALL, ONE SEVENTY FIVE LBS., BROWN HAIR, WEARING GLASSES, AND STRONGLY RESEMBLES ARTISTS CONCEPTION OF SUBJECT.

MC GILL AT LOCAL MOTEL CONTACTED AGENCY AND PURCHASED SIXTY NINE MERCURY MONTEREY, APR. FIVE, LAST, WITH CASHIERS CHECK IN AMOUNT OF THREE THOUSAND DOLLARS USED FOR CASH BY DES MOINES, IOWA, NATIONAL BANK.

MC GILL GAVE CONFLICTING STORIES CONCERNING HAVING BROKEN BOTH ANKLES WHICH WERE OBVIOUSLY INJURED AND CLAIMED TO BE VICTIM OF PARACHUTE ACCIDENT FROM EMPLOYMENT WITH [REDACTED] AND IS SUPPOSEDLY ON CONVALESCENT LEAVE.
END PAGE ONE

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Sub. 392
164-81-2723

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DB COOPER-50319

PAGE TWO

DISPLAYED LAST WILL AND TESTAMENT WHICH HE CLAIMED TO ALWAYS
CARRY WHEN FLYING, PREPARED BY LAW FIRM IN DESMOINES WITH
[REDACTED] INCLUDED IN NAME OF FIRM. ALSO CLAIMED TO BE
CARRYING THREE FIFTY SEVEN MAGNUM AND FOR IDENTIFICATION PRESENTED
CALIF. DRIVERS LICENSE LISTING RESIDENCE AT EIGHT HUNDRED NORTH
HILDALGO, ALHAMBRA, CALIF.

MC GILL HAD LARGE VOLUME OF CASH IN ADDITION TO THE TWELVE
HUNDRED AND SIXTY FIVE DOLLARS REFUND FROM ABOVE PRUCASHE, AND
ALSO WAS CONSTANTLY DRINKING, CARRYING OWN BOTTLE OF LIQUOR.
STATE INJURY OCCURRED FIVE MONTHS EARLIER BUT WAS EVASIVE TO ALL
QUESTIONS POSED BY [REDACTED]

ALSO DISPLAYED IDENTIFICATION WITH PHOTO FROM DIVISION OF
NARCOTICS, STATE OF IOWA, AND HAD MILITARY IDENTIFICATION DATED
IN THE FORTIES. REGISTERED VEHICLE IN LAS VEGAS, EVEN THOUGH
DEALER OFFERED SAVINGS OF OVER ONE HUNDRED DOLLARS IN LOCAL TAX
IF SUBJECT DESIRED TO LICENSE AT RESIDENCE IN CALIF.

[REDACTED] SUN AND SAND MOTEL, LAS VEGAS, ADVISED
MC GAILL INITIALLY CHECKED INTO THAT ESTABLISHMENT NEAR END OF
END PAGE TWO

PAGE THREE

MARCH, AND DEPARTED FOR DES MOINES FOR TREATMENT OF ANKLES AT VETERANS ADMINISTRATION HOSPITAL THAT AREA. CLAIMED AFFILIATION WITH NARCOTICS DIVISION OF LOS ANGELES PD AND SMOKED AND DRANK EXTENSIVELY.

RETURNED TO MOTEL APR. THREE, LAST, AND ON APR. FIVE, LAST, ACQUIRED USED CAR, DEPARTING IMMEDIATELY FROM MOTEL TOWARD LOS ANGELES, EVEN THOUGH ROOM WAS PAID FOR FOLLOWING DATE. HAD LARGE QUANTITY OF TWENTY DOLLAR BILLS IN POSSESSION AND GAVE FREQUENT CONFLICTING STORIES CONCERNING BACKGROUND, CLAIMING TO HAVE BEEN RAISED IN CALIFORNIA AND HAVING SISTER IN THAT AREA.

TWO ADDITIONAL MOTEL EMPLOYEES AND TWO ADDITIONAL USED CAR EMPLOYEES ALL CONFIRM STRONG RESEMBLANCE OF MC GILL TO ARTISTS CONCEPTION.

LOS ANGELES AT ALHAMBRA. CONDUCT INVESTIGATION EIGHT HUNDRED NORTH HIDALGO TO ESTABLISH WHEREABOUTS OF MC GILL NOV. TWENTY FOUR, LAST.

OMAHA AT DES MOINES. CONTACT DES MOINES, IOWA, NATIONAL BANK CONCERNING PURCHASE OF CASHIERS CHECK NUMBER ZERO TWO FOUR
END PAGE THREE

PAGE FOUR

SIX FIVE FIVE, ZERO SEVEN ONE THREE, ZERO ZERO TWO TWO, FOUR SIX THREE ONE FOUR SEVEN, PURCHASED BY MC GILL FOR CASH AND DETERMINE IF NORJAK RANSOM MONEY USED.

CONTACT [REDACTED] RE PREPARATION OF WILL FOR MC GILL AND ALSO DETERMINE IF MC GILL A PATIENT AT VA HOSPITAL THAT AREA.

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CONTACT DIVISION OF NARCOTICS, STATE OF IOWA, FOR BACKGROUND OF MC GILL.

SACRAMENTO AT SACRAMENTO. AT DMV FORWARD PHOTO AND DESCRIPTION OF MC GILL FROM OPERATORS LICENSE E EIGHT EIGHT NINE NINE NINE NINE TO SEATTLE.

END

FEE

FBI SEATTLE CLR

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: 9/12/72

FROM : SA [REDACTED]

b6
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SUBJECT: NORJAK
OO: SEATTLE

RE: DEMONSTRATION OF PHOTOGRAPHS
TO WITNESSES

On 9/5/72, witness [REDACTED]
[REDACTED], telephone [REDACTED]
was exhibited photographs of the following individuals:

| <u>NAME</u> | <u>SUB FILE NO.</u> |
|---------------------------|---------------------|
| WILLIAM C. BEVAN | 458 |
| ALVIN BENTON CELCER | 446 |
| BILLY RAY COONRAD | 456 |
| [REDACTED] | |
| RICHARD DRUMMOND DUKET | 408 |
| DOUGLAS ARCHIBALD WILLOWS | 402 |
| STEWART O. KIME | 416 |
| RAYMOND D. BERRYHILL | 390 |
| LONNY JAMES MC CLELLAN | 435 |
| DOYLE WAYNE HARVELL | [REDACTED] |
| JOHN STEVENS WHATLEY | 415 |
| [REDACTED] | |
| LAWRENCE MILLARD CREWS | 356 |

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RNN:md
(47)



5010-108

Sub-393
164-81-3892

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| SEP 12 1972 | |
| FBI - SEATTLE | |

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB COOPER 50323

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: 9/12/72

FROM : SA [REDACTED]

SUBJECT: NORJAK
OO: SEATTLE

b6
b7C

RE: DEMONSTRATION OF PHOTOGRAPHS TO WITNESSES

On 9/1/72, witness [REDACTED]
[REDACTED] Seattle, Washington, telephone
[REDACTED], was exhibited photographs of the following
individuals:

| <u>NAME</u> | <u>SUB FILE NO.</u> |
|------------------------------|---------------------|
| 1. WILLIAM C. BEVAN | 458 |
| 2. ALVIN BENTON CELCER | 446 |
| 3. BILLY RAY COONRAD | 456 |
| [REDACTED] | |
| 6. RICHARD DRUMMOND DUKET | 408 |
| 7. DOUGLAS ARCHIBALD WILLOWS | 402 |
| 8. STEWART O. KIME | 416 |
| 9. RAYMOND D. BERRYHILL | 390 |
| 10. LONNY JAMES MC CLELLAN | 435 |
| 11. DOYLE WAYNE HARVELL | [REDACTED] |
| 12. JOHN STEVENS WHATLEY | 415 |
| [REDACTED] | |
| 14. LAWRENCE MILLARD CREWS | 356 |

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RNN:md
(27)



5010-106

Sub 393
164-81-3891

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| SEP 12 1972 | |
| FBI-SEATTLE | |

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB COOPER-50326

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: 9/12/72

FROM : SA

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b7C

SUBJECT: NORJAK
OO: SEATTLE

RE: DEMONSTRATION OF PHOTOGRAPHS
TO WITNESSES

On 9/1/72, witness CORD HARMS ZUM SPRECKEL, Color Control, Inc., 624 Yale Avenue N., telephone number 623-2984, was exhibited photographs of the following individuals:

| <u>NAME</u> | <u>SUB FILE NO.</u> |
|---|---|
| 1. WILLIAM C. BEVAN | 458 |
| 2. ALVIN BENTON CELCER | 446 |
| 3. BILLY RAY COONRAD | 456 |
| <div style="border: 1px solid black; height: 40px; width: 100%;"></div> | |
| 6. RICHARD DRUMMOND DUKET | 408 |
| 7. DOUGLAS ARCHIBALD WILLOWS | 402 |
| 8. STEWART O. KIME | 416 |
| 9. RAYMOND D. BERRYHILL | 390 |
| 10. LONNY JAMES MC CLELLAN | 435 |
| 11. DOYLE WAYNE HARVELL | <div style="border: 1px solid black; width: 50px; height: 1.2em; display: inline-block;"></div> |
| 12. JOHN STEVENS WHATLEY | 415 |
| <div style="border: 1px solid black; height: 20px; width: 100%;"></div> | |
| 14. LAWRENCE MILLARD CREWS | 356 |

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(27)

164-81-Sub 393
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FBI-SEATTLE

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: 6/28/72

FROM : SA

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b7C

SUBJECT: NORJAK

On June 20, 1972, CORD HARMS SPECKEL observed a photograph of each individual listed below. This witness could not identify any of these suspects as being identical with the hijacker based solely on the provided photographs.

226

240

241



245

114

L

REX ALLEN ALEXANDER

BEN R. KANE

FRED ANGELO CATALANO

BILLIE LEE MC GILL

[illegible]

STEWART KIME

Sub. 393

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JUN 28 1972
FBI-SEATTLE

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB COOPER, 50330

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81)

FROM : SA CHARLES R. ST. JOHN

SUBJECT: NORJAK

DATE: 6/5/72

Sub 393

On June 1, 1972, witness [] was exhibited photographs of the following individuals:

| | |
|----------------------|-------------|
| FRED ANGELO CATALANO | Subfile 245 |
| DALE COOPER | Subfile 226 |
| RAY CHARLES COFFMAN | Subfile 241 |
| BILLIE LEE MC GILL | Subfile 247 |
| STEWART O. KIME | Subfile 257 |

[]

| | |
|---------------------|-----------------|
| REX ALLEN ALEXANDER | Subfile 240-393 |
| BEN R. KANE | [] |

With the exception of CATALANO, [] stated none of the other individuals bear any resemblance to the hijacker and in his opinion are not identical with him.

[] believed the photograph of CATALANO bore a very strong resemblance to the hijacker. He particularly noted the hairline, stating that if the hair in the photograph observed was marcelled as was the hijacker's, it would be an exceptionally good likeness. He further noted strong similarities in the high cheekbones, the long nose, and eyes as he remembered the hijacker.

He was unable to determine from the photograph the complexion of CATALANO but again emphasized the hijacker had a swarthy or Latin type complexion and it appeared to him CATALANO might have such a complexion. He would prefer to see a color photograph and additional photographs of CATALANO.

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| FBI - SEATTLE | |

1975

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB COOPER-50331

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81)

DATE: 4/19/72

FROM : SA ROBERT H. WICK

SUBJECT: NORJAK

Sub 393

RE: REX ALEXANDER
Memo from SA STEPHENSON, 4/12/72.

AT OLYMPIA, WASHINGTON

On April 18, 1972, [REDACTED] DMV,
made available the drivers license photo of:

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REX ALLEN ALEXANDER
Route 1, Box 477C
Woodland, Washington
Age: 37
DOB: 10/1/34
Brown eyes
180 pounds
5' 9"

ALEXANDER has about four citations in his record, all of
them at Vancouver, Washington.

(1)
RHW:



5010-108

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

Sub 393
164-81 - 3385

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| APR 20 1972 | |
| FBI - SEATTLE | |

[Signature]

DB COOPER-50332

SAC, SEATTLE (164-81)(P)

4/12/72

SA [REDACTED]

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NORJAK
SUB. REX ALEXANDER

The following investigation was conducted by SA
[REDACTED]

On April 4, 1972, writer of this memo received a telephone call from Undersheriff THOMAS MC DOWELL, Clark County Sheriff's Office, Vancouver, Washington, at which time MC DOWELL advised that an unidentified person was in his office and that the person wanted to provide information to the FBI regarding NORJAK. The unidentified individual then telephonically advised that he had located a small parachute hanging in a pine tree near LaCenter, Washington, and further that he would be available at 4 p.m. on April 5, 1972, to point out the parachute's current location.

On April 5, 1972, [REDACTED]
[REDACTED] Washington, identified himself [REDACTED]
[REDACTED] to the writer on April 4, 1972, after which he stated that he did not want his identity disclosed. He then voluntarily traveled with the interviewing agent to the intersection of County Road #39 and Flaeger Road, Clark County, Washington, where he pointed out the location of a small white parachute hanging in a pine tree. He then accompanied the interviewing agent to the pine tree, where a parachute, white in color, approximately four feet in diameter, was observed hanging in a pine tree. The parachute was wrapped around the upper limbs of a pine tree and it was about 40 feet from the ground. There were no limbs on the pine tree for the first 20 feet, therefore, no attempt was made to climb the pine tree and recover the parachute at this time. [REDACTED] further advised that he located the parachute sometime during the latter part of October 1971, while [REDACTED] in the general area and further, that [REDACTED] [REDACTED] had advised him that he knew who the parachute belonged to. [REDACTED] stated that he could not recall the name of the man that owned the parachute, but that [REDACTED] would probably remember the name.

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(2)
NS/slb

164-81-2731
Sub. 393
DB COOPER-50333

SE 164-81

He added that [redacted] some-
time during November and that he is currently [redacted]
[redacted], Washington area. [redacted] added
that [redacted]

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On April 6, 1972, [redacted]
[redacted], Washington, advised
that after a search of her records, she could locate no
student by the name of [redacted]. She further made telephone
inquiries to [redacted]
[redacted] but was unable to locate any record for
[redacted]

On April 7, 1972, [redacted]
[redacted], Washington, advised that
[redacted] had not been a student [redacted], but
had probably been a student [redacted]. He further
advised that [redacted] had been
students [redacted] but that their records had
been [redacted] Washington, and that if [redacted] had
been [redacted] he would probably be going to
[redacted] Washington.

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April 7, 1972, [redacted]
[redacted], Washington, advised that [redacted]
[redacted] had been a student [redacted]
[redacted] on November 18, 1971, [redacted]
[redacted] Washington, telephone
[redacted] She further advised that her records reflected that
[redacted] date of birth was [redacted] place of birth
[redacted] old address [redacted]
Washington, [redacted]

On April 7, 1972, [redacted] (PROTECT), [redacted]
[redacted] Washington, advised that the [redacted]
[redacted] and further, that when the [redacted]
[redacted] Washington area, that [redacted]
[redacted], who received mail at [redacted]
Washington.

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On April 7, 1972, [redacted]
[redacted] advised that [redacted] was
currently a student [redacted] and that his
home address is [redacted]
Washington.

He further brought [redacted] to the office of the [redacted] was interviewed.

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On April 7, 1972, [redacted] advised that he had observed a small white parachute hung in the top of a large pine tree near the intersection of County Road 39 and Flaeger Road, sometime during October 1971. He further advised that the owner of the parachute was ALEXANDER AUGER, address unknown. [redacted] described AUGER as a Spanish American, approximately 35 years, 6' tall, 190 pounds, black curly hair. He further advised that he told AUGER's son, [redacted] that he had located the parachute and further, he had shown [redacted] the current location of the parachute. [redacted] further stated that he has never seen AUGER smoke cigarettes or anything else. [redacted] was exhibited the composite drawing of the unsub in this matter, after which he advised that AUGER did not look anything at all like the composite drawing. [redacted] added that he cannot recall who told him that AUGER had made three jumps from an airplane in the general area where the small parachute was found, but that he heard it someplace.

On April 7, 1972, [redacted] (PROTECT) [redacted] Vancouver, Washington, advised that [redacted] [redacted] Washington, had been FERNAND AUGER, since August 14, 1970, until January 19, 1972, when REX ALEXANDER started paying the utility bills. She further advised that her records revealed a [redacted] as living next door to REX ALEXANDER.

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On April 7, 1972, the Vancouver Police Department records were checked by the writer of this memo and the following information was developed:

An indices card bearing the name REX A. ALEXANDER, dob 10/1/34, address Route 1, Box 377C, Woodland, Washington, and an index card bearing the name REX A. ALEXANDER, dob 10/1/34, bearing address Route 1, Box 477C, were located. There were no entries regarding criminal activity on either indices card. An indices card bearing the name JOSEPH FERDINAND AUGER, dob 3/15/31, was located, however, nothing of a criminal nature was recorded on the index card.

SE 164-81

On April 7, 1972, The Clark County Sheriff's Office indices cards were checked by the writer of this memo, and the following information was developed:

An indices card bearing the name REX ALEXANDER was located, which revealed the address of Route 1, Box 477C. The first entry was dated March 9, 1970, and the last entry was dated January 28, 1972. No criminal violations were noted. An index card bearing the name JOSEPH FERNAND A. AUGER, dob 3/15/31, was located bearing the following descriptive data:

| | |
|---------|---|
| POB: | St. Jerome, Canada |
| Height: | 5'3" |
| Weight: | 115 pounds |
| Hair: | Brown |
| Eyes: | Brown |
| Arrest: | 6/8/69, for DWI, Clark County Sheriff's office number 38872 |

On April 7, 1972, REX ALEXANDER was contacted at Route 1, Box 477C, Woodland, Washington, telephone 263-2521, at which time he provided the following information:

ALEXANDER advised that he had lived with [redacted] JOSEPH AUGER [redacted] for approximately 2 1/2 years, until May 1971, at which time [redacted]. He further advised that prior to this time he [redacted] used the name ALEXANDER AUGER, which is a combination of his last name and [redacted]. He further advised that sometime during the month of October 1971, a friend of his, [redacted] [redacted] Portland, Oregon, phone [redacted] and [redacted] flew over their home in [redacted] small plane, at which time [redacted] dropped a small parachute out of the plane, which had a note attached to the shroud lines of the chute. He added that the parachute landed in the top of a large pine tree and that he was unable to recover the parachute. He stated that he had contacted [redacted] and that [redacted] advised him that [redacted] merely wanted to drop a note to ALEXANDER's [redacted] and that there was nothing important in the note. ALEXANDER was observed to appear completely different in facial features than the composite drawing of the unsub in this matter.

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SE 164-81

The following descriptive data was determined through observation and interview of ALEXANDER:

| | |
|---------|--|
| Name: | REX ALEXANDER |
| DOB: | 10/1/34 |
| POB: | Fort Collins, Colorado |
| Height: | 5'10" |
| Weight: | 175 pounds |
| Hair: | Black extremely curly |
| Eyes: | Brown |
| Scars: | Distinct 1 1/2" scar on right side of chin, distinct 1" scar over right eye |
| SSAN: | 524-40-5253 |

Remarks:

JOSEPH FERNAND A. AUGER,
[redacted] is
a jockey.

Employment:

Longshoreman, Vancouver, Wash.,
Local #4

Washington State

Driver's license: ALEXAR667PA

ALEXANDER further advised that he does not smoke cigarettes and never has. He further advised that he has lost approximately eight pounds in weight in the last two months. He was further observed to be currently wearing a black beard and mustache; however, the beard and mustache was not thick enough to conceal his facial features, which appeared much heavier than those of the composite drawing.

LEADS

SEATTLE

At Olympia, Washington

Will procure a photograph from the Washington State Driver's License Department for REX A. ALEXANDER, dob 10/1/34 driver's license number ALEXAR667PA.

Determine if he has changed his facial features since the photograph was taken by either weight change or the addition of the two facial scars.

4-14-72

AIRTEL

AIRMAIL

TO: SAC, SEATTLE
FROM: SAC, JACKSONVILLE (164-109) (P)
SUBJECT: NORJAK
(OO: SEATTLE)

Re Jacksonville teletype 4-14-72. *119* 265

Enclosed herewith are two photographs of possible suspect, SYDNEY A. MARSH, FBI number 150949C.

Jacksonville file 88-4518 discloses on 10-11-65, FBI assistance was requested to locate MARSH on the basis of an authorized complaint charging him with violation Title 18, USC, Section 1073. Subject MARSH was apprehended 3-22-66 at New Orleans by Buagents and process against him was dismissed by USA at Jacksonville on 4-15-66.

A review of his FBI record on 4-14-72 discloses no additional submission other than the apprehension in New Orleans.

MARSH is described as follows:

| | |
|--------------|-----------------------|
| Race: | White |
| Sex: | Male |
| Nationality: | American |
| DOB: | 8-9-26 or 8-9-23 |
| POB: | Jacksonville, Florida |

② - Seattle (Enc. - 2)
2 - Milwaukee
2 - Jacksonville
JJG:tfr
(6)

Sub. 394
164-81-3384

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| APR 20 1972 | |
| FBI - SEATTLE | |

DB COOPER-50338

JK 164-109

| | |
|---------------------|--|
| Height: | 5'11" |
| Weight: | 138-155 pounds |
| Hair: | Brown |
| Eyes: | Hazel |
| Complexion: | Ruddy |
| Build: | Medium |
| SSAN: | 257-60-1543 |
| Army Serial Number: | RA14080733 |
| Military Service: | U.S. Army 1942 to June 1, 1963; Received honorable discharge; was believed to be a master parachutist |

Jacksonville file as well as Mobile file
42-4274 captioned, "SYDNEY ARTHUR MARSH, ASN RA14080733,
FUDE," contained additional background information
which may be of value should Office of Origin desire
additional background.

4/27/72

A I R T E L

TO: SAC, SEATTLE (164-81)

FROM: SAC, MIAMI (164-552) (P)

NORJAK
(OO: SEATTLE)

Re Miami teletype to Seattle, 4/15/72 and Milwaukee teletype to Jacksonville and others, 4/12/72.

Enclosed for Seattle are three copies of an FD-302 reflecting interview of Mrs. GENEVA BREWER.

2 - Seattle (Enc 3)
1 - Miami
NEB/gtj
(3)

Sub 394
164-81-3009

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| FBI - SEATTLE | |

DB COOPER-50340

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 4/20/72

Mrs. GENEVA BREWER, located at the Wayside Camping area, Clewiston, Florida, April 13, 1972, in company of her husband, CLAYTON BREWER, was advised of the identity of JOHN S. ATWATER as a Special Agent of the Federal Bureau of Investigation and the purpose of the interview and of the fact that any information furnished could be used in a court of law.

Mrs. BREWER advised that she and her husband reside at 3321 Chapin Street, Erie, Pennsylvania, and that they plan to return to that area approximately in June, 1972. She stated that she and Mr. BREWER have [redacted] Wisconsin, and while she has not seen [redacted] since February, 1971, they are in frequent telephone contact and also write to each other frequently.

Mrs. BREWER stated that in conversing with [redacted] by telephone recently, they had briefly discussed a recent hijacking in which the subject used the name of D. B. COOPER and that this had been the source of some amusement to she and Mr. BREWER, as they both known a D. B. COOPER some years ago in Erie, Pennsylvania, and that a song has been written concerning this particular hijacking and that hearing the song, she and her husband had humorously recalled the D. B. COOPER they had known for many years in Erie and who, as stated, has been dead for a long time. Mrs. BREWER stated that in telephone conversations recently with [redacted] she had jokingly referred to the song about the hijacking and D. B. COOPER.

Mrs. BREWER stated that she and Mr. BREWER are both retired since 1958, and that Mr. BREWER had worked for Hammermill-Bond Paper Company in Erie for forty years and that they spend a great deal of time travelling about the United States in their camper. Mrs. BREWER stated that she has absolutely no information concerning the hijacking or the person responsible for the hijacking.

Interviewed on 4/13/72 at Clewiston, Florida File # Miami 164-552

by SA JOHN S. ATWATER/jjj

Date dictated 4/14/72

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

DB COOPER 50341

Sub. 394

164-81-3008

4/14/72

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SERIALIZED FILED
MAY 8 1972
FBI - MIAMI

[Signature]

NR001 MM PLAIN

134PM URGENT 4-15-72 JYB

TO JACKSONVILLE

PITTSBURGH 164-93

SEATTLE 164-81

MILWAUKEE 164-37

FROM MIAMI 164-552 2P

NORJACK, OO: SEATTLE.

RE MILWAUKEE TELETYPE TO JACKSONVILLE, AND OTHERS, DATED APRIL TWELVE, NINETEEN SEVENTY-TWO; AND PITTSBURGH NITEL TO JACKSONVILLE AND OTHERS, DATED APRIL THIRTEEN, NINETEEN SEVENTY-TWO.

MR. AND MRS. CLAYTON BREWER LOCATED AND INTERVIEWED PALM BEACH COUNTY, FLORIDA. MRS. BREWER ADVISED SHE DID CALL ☐ ☐ WISCONSIN, AND DURING TELEPHONE CONVERSATION MADE BRIEF JOKING REFERENCE TO ONE D. B. COOPER, AN INDIVIDUAL SHE AND MR. BREWER FORMERLY KNEW AND WHO DIED TEN YEARS AGO. MRS. BREWER ADVISED NO MENTION WAS MADE TO ☐ RE ANY RELATIVE OF MRS. BREWER'S BEING CONTACTED BY

END PAGE ONE

164-81-3994 Sub. 394

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| FBI - SEATTLE | |

9/5

DB COOPER-50343

MM 164-552

PAGE TWO

D. B. COOPER, NORJACK SUBJECT. THE BREWERS ADVISED THEY HAVE NO INFORMATION AND HAVE HEARD NOTHING FROM ANYONE CONCERNING UNKNOWN SUBJECT IN NORJACK CASE.

RECIPIENT OFFICES DISCONTINUE ON LEADS SET OUT IN REFERENCED COMMUNICATIONS.

END

NJS FBI SE CLR

NR010 J K PLAIN

7:30PM URGENT 4-14-72 HER

TO MILWAUKEE

SEATTLE

FROM JACKSONVILLE (164-109) PAGES

NORJAK, OO: SEATTLE.

RE MILWAUKEE TELETYPE , APRIL TWELVE, LAST.

[REDACTED] FLA.,
ADVISED THIS DATE [REDACTED] VISITED HIS RESIDENCE AT
[REDACTED] SUBJECT OF NORJAK WAS DISCUSSED AND [REDACTED] JOKINGLY MADE
REFERENCE TO A [REDACTED] NAMED ARTHUR MARCH, AKA SIDNEY, WHO
RETIRED FROM ARMY SEVERAL YEARS AGO. [REDACTED] HAS NOT SEEN MARCH FOR
EIGHT YEARS AND MARSH HAD TOLD THEM HE WAS IN ARMY INTELLIGENCE AND
HAD MADE PARACHUTE JUMPS. FOR THIS REASON, [REDACTED] JOKINGLY REFERRED TO

MARSH AS BEING IDENTICAL WITH D. B. COOPER. MARSH WAS ADOPTED SON
OF [REDACTED] HELEN MARSH, WHO IS DECEASED. CURRENT WHEREABOUTS
OF MARSH UNKNOWN TO [REDACTED] STATED HAD ABSOLUTELY NO REA-
SON TO IDENTIFY MARSH OTHER THAN IN JOKING MANNER. [REDACTED] STATES LAST
END PAGE ONE

Sub 394
164-81-2776

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| SERIALIZED | FILED |
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| FBI - SEATTLE | |

DB COOPER-50345

PAGE TWO

MARSH LAST KNOWN TO BE IN PORTLAND, OREGON, AREA EIGHT YEARS AGO. NO SPECIFIC ADDRESS.

[] DESCRIBED MARSH AS WHITE MALE, EARLY FORTIES, FIVE EIGHT INCHES, MEDIUM COMPLEXION. b6 b7C

FILES OF JACKSONVILLE SHOW CLOSED UFAP DASH WORTHLESS CHECKS RE SIDNEY ARTHUR MARSH, OO: JK. MARSH ARRESTED APRIL FIVE, SIXTYSIX, AT NEW ORLEANS, BY BUAGENTS ON WORTHLESS CHECKS, OUT OF OCALA, FLA. PHOTO

GRAPH AND BACKGROUND RE MARSH TO FOLLOW.

[] FLA., ADVISED LAST HEARD CLAYTON AND GENEVA BREWER IN KEY WEST AREA, BUT COULD FURNISH NO ADDRESS. ADVISED THEY USUALLY CONTACT [] [] FLA.,

SEVERAL TIMES WHILE IN FLORIDA. [] ADVISED KNEW NOTHING CONCERNING HIJACKING NORTHWEST AIRLINES, FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, LAST, AND D. B. COOPER UNKNOWN TO HIM. HAS NEVER HEARD ANY MEMBER OF FAMILY MENTION HIJACKING OR COOPER.

END PAGE TWO

NR006 MM PLAIN

1030PM NITEL 4-14-72 CLS

TO SEATTLE 164-81

JACKSONVILLE

MILWAUKEE 164-37

PITTSBURGH

FROM MIAMI 164-552 2P

NORJAK. 00: SEATTLE.

RE MILWAUKEE NITEL TO MIAMI, APRIL TWELVE, SEVENTYTWO.

MR. AND MRS. CLAYTON AND GENEVA BREWER LOCATED
AT CAMPSITE, CLEWISTON, FLORIDA, APRIL THIRTEEN, SEVENTYTWO,
AND ADVISED IN FREQUENT CONTACT WITH

WISCONSIN.

BREWERS ADVISED IN CONTACT, HAD HUMOROUSLY
REFERRED TO A HIJACKING IN WHICH THE SUBJECT HAD USED
THE ALIAS OF D.B. ^{COOPER}~~3954~~, AS THE BREWERS MANY YEARS AGO
HAD AN ASSOCIATE BY THIS NAME IN ERIE, PENNSYLVANIA, WHO
HAS BEEN DEAD APPROXIMATELY TEN YEARS. BREWERS ADVISED
A SONG RECENTLY WRITTEN ABOUT THIS HIJACKING WAS AMUSING
TO THEM AS THEY HAD PREVIOUSLY KNOWN A D.B. COOPER,
END PAGE ONE

Sub 394
164-81-7775

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| SERIALIZED | FILED |
| APR 14 1972 | |
| FBI-SEATTLE | |

[Signature]

DB COOPER-50348

MM 164-552

PAGE TWO

IN ERIE, PA., AND AS STATED, IT WAS A SOURCE OF AMUSEMENT
IN CONTACT WITH [REDACTED]

b6
b7C

BREWERS HAVE ABSOLUTELY NO KNOWLEDGE
CONCERNING HIJACKING AND NO KNOWLEDGE CONCERNING THE
SUBJECT INVOLVED IN THIS CASE USING ALIAS OF D.B. COOPER.
BREWERS AT LOSS AS TO HOW CONVERSATION WITH [REDACTED]

[REDACTED] COULD HAVE BEEN CONSTRUED TO INDICATE THAT THEY
KNEW THE SUBJECT OR HAD ANY INFORMATION, INDICATING THE
SUBJECT MIGHT HAVE CONTACTED A RELATIVE IN FLORIDA.

RELATIVES IN FLORIDA ARE [REDACTED]

[REDACTED] JUST OUT OF [REDACTED] FLA.,

AND [REDACTED] WHO WORKS ON A

[REDACTED]
END

HOLD

DCA FBI SE

NR005 PG PLAIN

628PM NITEL 4-13-72 CLK

TO JACKSONVILLE

MIAMI

MILWAUKEE

SEATTLE

FROM PITTSBURGH (164-93) 2P

NORJACK, OO: SEATTLE.

RE MILWAUKEE TELETYPE TO JACKSONVILLE, AND OTHERS, DATED
APRIL TWELVE, NINETEEN SEVENTY TWO.

THIS DATE, [REDACTED]

[REDACTED] ERIE, PA., ADVISED HE PERSONALLY KNOWS OF NO INFORMATION
CONCERNING CAPTIONED MATTER. [REDACTED] ADVISED [REDACTED] CURRENTLY
AT AN UNKNOWN LOCATION IN FLORIDA, AND WERE ANTICIPATING ATTENDING
MOON SHOT AT CAPE KENNEDY. [REDACTED] STATED ONLY KNOWN RELATIVES
IN FLORIDA WERE [REDACTED]

[REDACTED] FLORIDA, TELEPHONE NUMBER [REDACTED]

[REDACTED] SHOULD

RETURN FOLLOWING VISIT TO CAPE KENNEDY TO [REDACTED] RESIDENCE.

[REDACTED] ADVISED [REDACTED] ALSO HAVE [REDACTED]

[REDACTED] FLORIDA.

END PAGE ONE

107-81-2748

Sub. 392

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| APR 13 1972 | |
| FBI - SEATTLE | |

NR 003 MI CODE

6:15 PM URGENT 4/12/72 LJW

TO JACKSONVILLE

MIAMI

PITTSBURGH

SEATTLE (164-81)

FROM MILWAUKEE (164-37) (P) 5P

NORJAK. OO: SEATTLE

ON INSTANT DATE, [REDACTED] WIS.,
ADVISED THAT ON APRIL NINE LAST HE WAS AT THE RESIDENCE
OF [REDACTED] CATO, WIS. DURING
DISCUSSION OF RECENT AIRPLANE HIJACKINGS, [REDACTED] MADE
COMMENT THAT D. B. COOPER MUST BE DEAD. HE STATED
[REDACTED] TOLD HIM THEY HAD INFORMATION BARTA WAS STILL
ALIVE. THEY STATED [REDACTED] INFORMED THEM
THAT A RELATIVE OF HERS IN FLORIDA KNEW WHO COOPER WAS
AND HAD RECENT CONTACT WITH THIS INDIVIDUAL. COOPER
ALLEGEDLY CONTACTED THE RELATIVE IN ATTEMPT TO GET
END PAGE ONE

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164-81-2733

Sub. 394

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| FBI - SEATTLE | |

DB COOPER-50352

MI 164-37

PAGE TWO

BIRTH CERTIFICATE OR PASSPORT SO HE COULD DEPART UNITED STATES. [] ADVISED [] VERY INTELLIGENT PEOPLE AND NOT TYPE TO MAKE SUCH STORY UP.

b6
b7C

ON INSTANT DATE, [] INTERVIEWED AT THEIR RESIDENCE AND DENIED ANY KNOWLEDGE OF ABOVE CONVERSATION OR KNOWLEDGE CONCERNING CAPTIONED HIJACKING.

[] STATED [] CLAYTON AND GENEVA BREWER, ARE CURRENTLY TRAVELING IN FLORIDA. SHE ADVISED THEY DEPARTED KEY WEST, FLORIDA ON APRIL THREE LAST AND LAST WORD RECEIVED THEY WERE IN MOOREHAVEN AND CLEWISTON, FLORIDA . SHE STATED [] ARE TRAVELING IN NINETEEN SIXTYSEVEN TAN CHEVROLET ONE-HALF TON PICK UP WITH TELESCOPE TYPE CAPER, BEARING PENNSYLVANIA LICENSE CD ONE O FOUR SEVEN SEVEN. SHE STATED THAT [] WHEN TRAVELING, TRAVEL SHORT

b6
b7C

DISTANCES AND DO NOT STOP IN PARKS THAT CHARGE MONEY. SHE ADVISED THEY HAD STOPPED AT GAS STATIONS FOR THE EVENING IN THE PAST. [] PLAN TO BE IN CAPE KENNEDY FOR MOON SHOT ON FOUR SIXTEEN NEXT.

END PAGE TWO

MI 164-37

PAGE THREE

[] FURTHER STATED ONLY RELATIVES OF []
[] WHO RESIDE IN FLORIDA THAT SHE IS AWARE OF ARE
[] FLORIDA, AND []
[] FLORIDA, WHICH IS LOCATED []
[] FLORIDA.

[] WHO RESIDE WITH []
[] ERIE,
PENNSYLVANIA, WILL RETURN HOME JUNE, NINETEEN SEVENTYTWO.

DURING INTERVIEW, [] APPEARED NERVOUS AND COULD
BE WITHHOLDING INFORMATION.

JACKSONVILLE, AT [] FLORIDA. ATTEMPT TO
LOCATE AND INTERVIEW [] CONCERNING ANY INFORMATION
HE MAY HAVE RE CAPTIONED HIJACKING AND OBTAIN ADDITIONAL
LIST OF MR. AND MRS. BREWER'S RELATIVES IN FLORIDA.

AT [] FLORIDA. WILL ATTEMPT TO LOCATE AND
INTERVIEW [] RE ANY INFORMATION HE MAY HAVE
CONCERNING CAPTIONED HUJACKING AND OBTAIN FROM HIM LIST
END PAGE THREE

b6
b7C

b6
b7C

MI 164-37

PAGE FOUR

OF MR. AND MRS. BREWER'S RELATIVES RESIDING IN FLORIDA.

PITTSBURGH, AT ERIE, PENNSYLVANIA. WILL INTERVIEW

RE ANY
INFORMATION HE MAY HAVE CONCERNING CAPTIONED HIJACKING AND
OBTAIN FROM HIM LIST OF RELATIVES CURRENTLY RESIDING IN
FLORIDA.

MIAMI, AT MOOREHAVEN-CLEWISTON, FLORIDA. WILL ATTEMPT TO LOCATE
MR. AND MRS. CLAYTON BREWER THROUGH CAMPER PARKS IN VICINITY,
KEEPING IN MIND LAST CONTACT WITH THEM THEY WERE CAMPING IN
THAT AREA.

MILWAUKEE WILL AWAIT RESULTS OF INVESTIGATION SET FORTH ABOVE.

E N D

VAB

FBI SEATTLE

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b7c

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 07/29/2004

To: Criminal Investigative
Laboratory
Seattle
Newark
Salt Lake

Attn: VCMOS, MT/TCU
Attn: DNAT, [REDACTED]
Attn: Olympia RA

b6
b7C
b7E

From: Seattle

Squad 5/ PSVCTF

Contact: SA [REDACTED]

Approved By: [REDACTED]

Drafted By:

Case ID #: SE 164A-81-DNA-76 (Pending)
SE 164A-81-9447 (Pending)
SE 164A-81-327 (Closed)
✓ SE 164A-81-395-1 (Closed)
SE 164A-81-386-1 (Closed)

Title: UNSUB,
aka DAN COOPER;
NORJAK
CAA - HIJACKING

ARMED AND DANGEROUS

Synopsis: To set phase II leads for investigation and collection of DNA samples for submission to the Laboratory, DNA 1. This case remains the only unsolved hijacking in the United States, and is commonly referred to as the "D.B. Cooper" investigation. Items collected should be forwarded directly to the Laboratory, DNA 1, Attention [REDACTED] The EC should be uploaded to SE 164A-81-DNA.

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Enclosures: For each receiving office is one case information sheet. This information is also available to be emailed to any RA Agents who do not receive the enclosure.

Details: Over the years, over one thousand possible subjects meriting subfiles have been processed by Seattle with the assistance of virtually every Field Division. Most, opened in the initial stages of the investigation, were quickly eliminated, some required extensive investigation to eliminate, some remained of interest and could not be included or excluded through normal

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: 6/28/72

FROM : SA

b6
b7C

SUBJECT: NORJAK

On June 20, 1972, CORD HARMS SPECKEL observed a photograph of each individual listed below. This witness could not identify any of these suspects as being identical with the hijacker based solely on the provided photographs.

236

240

241

245

257

REX ALLEN ALEXANDER


BEN R. KANE

FRED ANGELO CATALANO Sub. 395

BILLIE LEE MC GILL

STEWART KIME

J. J. J. J.

JTS/sem
(3) \ 



SEARCHED _____ INDEXED _____
SERIALIZED _____ FILED _____
JUN 23 1972
FBI-SEATTLE

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81)

FROM : SA CHARLES R. ST. JOHN

SUBJECT: NORJAK

DATE: 6/5/72

Sub 395

On June 1, 1972, witness [] was exhibited photographs of the following individuals:

b6
b7C

FRED ANGELO CATALANO

Subfile 245 *395*

DALE COOPER

Subfile 226

RAY CHARLES COFFMAN

Subfile 241

BILLIE LEE MC GILL

Subfile 247

STEWART O. KIME

Subfile 257

[]

b6
b7C

REX ALLEN ALEXANDER

Subfile 240

BEN R. KANE

[]

With the exception of CATALANO, [] stated none of the other individuals bear any resemblance to the hijacker and in his opinion are not identical with him.

[] believed the photograph of CATALANO bore a very strong resemblance to the hijacker. He particularly noted the hairline, stating that if the hair in the photograph observed was marcelled as was the hijacker's, it would be an exceptionally good likeness. He further noted strong similarities in the high cheekbones, the long nose, and eyes as he remembered the hijacker.

He was unable to determine from the photograph the complexion of CATALANO but again emphasized the hijacker had a swarthy or Latin type complexion and it appeared to him CATALANO might have such a complexion. He would prefer to see a color photograph and additional photographs of CATALANO.

164-81-3469 Sub. 395

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| JUN 5 1972 | |
| FBI - SEATTLE | |

[Signature]

CRS:bfr
(10)



5010-108

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB COOPER-50364

FBI

Date: 4/24/72

Transmit the following in _____
(Type in plaintext or code)Via AIRTEL _____
(Priority)

TO: SAC, SEATTLE (164-81)
 FROM: SAC, MINNEAPOLIS (164-73) (P)
 SUBJECT: NORJAK

Subs as below

Re Seattle letter to Los Angeles, 4/5/72;
 Kansas City airtel to Seattle, 3/16/72;
 Portland telephone call to Minneapolis, 4/4/72;
 Los Angeles airtel to Seattle, 4/7/72;
 Seattle letter to Minneapolis, 4/13/72.

The following photographs were displayed to North-
 western Airlines stewardesses [redacted]
 who advised that the following individuals did not resemble
 Unsub:

*on 4-23-72*b6
b7CSuspect

JOE STAGGS
 MARVIN JOHN COOPER
 [redacted]
 ANTHONY LAMBERT COLE
 FRED ANGELO CATALANO
 [redacted]

Office

Kansas City
 Portland
 Seattle
 Seattle
 Los Angeles
 Los Angeles
 Los Angeles

320 367
234
277
395
334

CONSIDER DANGEROUS

- ② - Seattle
 2 - Kansas City (164-80)
 2 - Los Angeles (164-497)
 2 - Portland (164-41)
 2 - Minneapolis

RWG:cmw
 (10)

164-81-2975
 SEARCHED INDEXED
 SERIALIZED FILED
 APR 26 1972

FBI - SEATTLE

DB COOPER 50365

Approved: _____

Sent _____

M

Per _____

Special Agent in Charge

F B I

Date: 4/7/72

Transmit the following in _____
(Type in plaintext or code)Via AIRTEL AIR MAIL
(Priority)

TO: SAC, SEATTLE (164-81)
 FROM: SAC, LOS ANGELES (164-497) (P)
 RE: NORJAK
 OO: Seattle

RE: Suspect FRED ANGELO CATALANO

Enclosed for receiving offices is one photograph each of captioned suspect. Also enclosed for each receiving office is one copy each of FD-302 interview of [redacted], Trans World Airlines (TWA), Los Angeles, California, regarding captioned suspect. Eleven pages referred to in FD-302 listing discrepancies noted in CATALANO's work are not being enclosed.

Enclosed information was obtained during investigation of another matter, Los Angeles file 149-1111, and in view of past activities, experience, and descriptive data of CATALANO, it appears he warrants consideration as a possible suspect in this matter.

It is noted his residence is shown as 1074 Barstow Avenue, Eugene, Oregon, and TWA records indicate he returned to Los Angeles on 11/22/71, on TWA Flight 742 from Bangkok. He left Los Angeles at 11:00 a.m., on 11/28/71, aboard TWA Flight 745 for Bangkok. His whereabouts after returning to the United States on 11/22/71, is not known.

- ② - Seattle (Encls. 2) (AM)
 2 - Minneapolis (Encls. 2) (AM)
 2 - Portland (Encls. 2) (164-220) (AM)
 3 - Los Angeles
 (1 - 149-1111)

crs/kah
 (9)

Sub. 395

164-81-2742

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| SERIALIZED..... | FILED..... |
| APR 13 1972 | |
| FBI - SEATTLE | |

Approved: [Signature]
 Special Agent in Charge

Sent _____ M Per _____

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 3/21/72

[redacted] Trans World Airlines (TWA), made available the personnel file on their Purser, FRED ANGELO CATALANO, and this file revealed the following information:

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b7c

CATALANO was hired at Los Angeles in May 1962, as a cabin cleaner and helper. He later was transferred to John F. Kennedy Airport, New York City, New York, as a Purser aboard their new Boeing 747 type of aircraft. As that program expanded, CATALANO was later transferred back to Los Angeles where he now flies as a Purser to the Far East.

Although CATALANO is officially based at Los Angeles, he is currently residing at 1074 Barstow Avenue, Eugene, Oregon, 97402, telephone 503-689-3860.

CATALANO is considered a "rebel" by airline supervisors and will not follow airline rules and regulations. He has been suspended many times for breaking these rules and regulations. TWA was advised that CATALANO owed money on his California State and Federal income taxes. He was frequently short on his cash accounts for liquor and head sets on the plane, and failed to hand in proper reports. Attached is a list of some of the discrepancies noted in his work.

[redacted] made available a copy of CATALANO's employment application, his resume, a photograph and fingerprint card.

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CATALANO is on vacation from March 1, 1972, to March 15, 1972. His whereabouts is not known to TWA. His next scheduled flight will be TWA Flight 743 on March 20, 1972, from Los Angeles to Bangkok, returning to Los Angeles on TWA Flight 742 on March 27, 1972.

It is noted that CATALANO's parents are Mr. and Mrs. FRED CATALANO, 8403 12th Avenue, Brooklyn, New York. He has a

[redacted]

[redacted] advised that there was no record for CATALANO

Interviewed on 3/14/72 at Los Angeles, California File # Los Angeles 149-1111-16

by SA ROBERT J. BARRY/kah

Date dictated 3/16/72

Sub 395
149-81-2944

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| SERIALIZED | FILED |
| APR 12 1972 | |
| FBI - SANITARY | |

and is loaned to [signature]

2

LA 149-1111

using company passes or reduced rate tickets since August 25, 1971, for a flight from Los Angeles to Eugene, Oregon.

As a matter of information, [] advised that records show that CATALANO returned to Los Angeles at about 9:30 p.m., on November 22, 1971, on TWA Flight 742 from Bangkok. He left Los Angeles at 11:00 a.m., on November 28, 1971, aboard TWA Flight 745 for Bangkok.

It is noted in the file that CATALANO was taking flying lessons and hoped to get a Commerical Pilot's License and fly as a pilot for TWA.. It could not be determined the exact status of his pilot training at this time.

It was not carried in the file as to the type of training that CATALANO had in the United States Army.

He is described as follows:

| | |
|------------------------|---|
| Name | FRED ANGELO CATALANO |
| Sex | Male |
| Race | White |
| Birth Data | July 25, 1935 Brooklyn, New York |
| Height | 6' |
| Weight | 155 pounds |
| Build | Medium |
| Eyes | Brown |
| Hair | Brown |
| Complexion | Dark |
| Marital Status | [] |
| Social Security Number | 063-30-8696 |
| Military Service | United States Army, Serial Number 43063072, two years, Honorable Discharge, June 19, 1956, as private |
| Drivers License Number | New York Chauffeurs, Number 614486L November 22, 1959 |

b6
b7C

CATALANO

b6
b7C

SAC, SEATTLE (164-81)

8/1/72

SA [REDACTED]

NORJAK

RE: [REDACTED]

Re memo of SA ROBERT H. WICK dated 7/5/72.

In view of the fact that [REDACTED] address provided in the anonymous letter (see serial 2746) is fictitious, and that no [REDACTED] can be found in the State of Washington with the one exception of an [REDACTED] whose age would have been [REDACTED] at the time of NORJAK, no further investigation of the suspect [REDACTED] is being conducted at thistime.

(3) - file

(1 - 164-81-[REDACTED])

RNN:klb

(3)

164-81-3700

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| FBI-SEATTLE | |

DB COOPER 503/1

SAC, SEATTLE (164-81)

7/5/72

SA ROBERT H. WICK

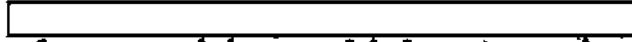
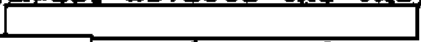
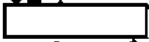
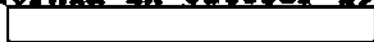
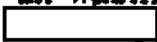


b6
b7C

NORJAK

RE: 

Rememo from SA  6/27/72.

On July 5, 1972,  DMV, Olympia, advised the only record he could locate under the name of  was an expired license indicating  moved out of state to California in October 1970. While in Washington, he resided at  Seattle, DOB:  Height 5' 3", 135 pounds, brown eyes. His license expired on his birthdate in 1969. No photo is available.

RHW:
(2)



b6
b7C

164-81-3719

| | |
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| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| JUL 6 1972 | |
| FBI - SEATTLE | |

[Signature]

DB COOPER-50372

SAC, SEATTLE (164-81)

6/27/72

SA [REDACTED]

b6
b7C

NORJAK

RE: [REDACTED]

Subject was named as a suspect in this matter by an anonymous letter sent to the SEATTLE POST INTELLIGENCER in response to their Secret Witness program. This letter furnished an address for [REDACTED] Seattle, which address has been determined to be non-existent.

Seattle City Directory lists a [REDACTED] residing at [REDACTED] Seattle.

LEADS

SEATTLE DIVISION

At Olympia, Washington

[REDACTED] Will attempt to locate driver's license for [REDACTED] and forward to Seattle so that photograph may be shown to witnesses in this matter.

b6
b7C

JSD:k1b
(3)

[REDACTED]

164-81-3564

| | |
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| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| JUN 27 1972 | |
| FBI--SEATTLE | |

[Signature]

b6
b7C

SAG, SEATTLE (164-81)

6/15/72

SA ROBERT H. WICK

NORJAK

RE: [REDACTED]

b6
b7C

Reference: Memo by SA JACOBS, 5/17/72.

AT OLYMPIA, WASHINGTON

On June 14, 1972, [REDACTED] DMV,
advised he was unable to locate any drivers license record for
an [REDACTED], Seattle, Washington.

(2)
RHW:

b6
b7C

164-81-3578

| | |
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| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| JUN 16 1972 | |
| FBI - SEATTLE | |

[Signature]

DB COOPER-50374

SAC, SEATTLE (164-81) (P)

5/17/72

SA [REDACTED]

b6
b7C

NORJAK
OO: SEATTLE

RE: [REDACTED]

A review of the Seattle City Directory reveals that the address [REDACTED] is nonexistent in Seattle, Washington. This is the address listed in the anonymous letter to the "Seattle Post-Intelligencer" newspaper as being the address of [REDACTED] who was considered a suspect in the NORJAK hijacking.

b6
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b7D

A review of the City Directory by name indicates that a [REDACTED] resides at [REDACTED], Seattle, Washington.

On 5/12/72, a confidential source at the [REDACTED] [REDACTED] indicated that the resident at [REDACTED] whose listed employment is [REDACTED], Seattle, Washington.

LEADS:

SEATTLE
At Olympia, Washington

Obtain a photograph from Driver's License Bureau for [REDACTED] Seattle, Washington.

b6
b7C

At Seattle, Washington

Display a photograph of [REDACTED] to NORJAK witnesses in Seattle, Washington to determine if [REDACTED] should be further considered a suspect in NORJAK hijacking [REDACTED]

DSJ:md
(3)

ADDENDUM: In view of Agent's transfer to another office, it is recommended this lead be reassigned to a Seattle Agent. *my* *my*

164-81-3425

DB COOPER-50375

SAC, SEATTLE (164-81)

4/13/72

SA

b6
b7C

NORJAK

Attached is a letter which was furnished by of the SEATTLE POST INTELLIGENCER, which was received by his office in response to their Secret Witness Program.

FPM:klb
(3)

b6
b7C

164-81-2749

| | |
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| SEARCHED | INDEXED |
| SERIALIZED <i>mm</i> | FILED <i>mm</i> |
| APR 10 1972 | |
| FBI - SEATTLE | |

[Signature]

DB COOPER-50377

Pleased be advised that the hijacker of the Northwest Airlines plane on the night of November 24th known as "D.B. Cooper" is now living in Seattle at [REDACTED] His name is [REDACTED]

b6
b7c

[REDACTED] He jumped from the plane near Ephrata, Wash., around 8 p.m.

He had two accomplices who picked him up and hid him until December 7th, then they took him back to Seattle. He still has all the money which is hidden under the mattress in his bedroom. Please approach this man with caution. He is armed and believed to be dangerous. Have search warrant to search house. [REDACTED]
[REDACTED]

The safest time to pick him up will be at 7:30 Sunday morning April 2nd. All the money will be recovered.

b6
b7c

164-81-8746

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| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 10 1972 | |
| FBI - Seattle | |

[Signature]

DB COOPER-50378

FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT

of the

IDENTIFICATION DIVISION

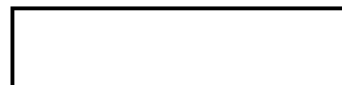
LATENT FINGERPRINT SECTION



YOUR FILE NO. 164-81
 FBI FILE NO. 164-2111
 LATENT CASE NO. A-45410

October 1, 1973

TO: SAC, Seattle

b6
b7C

RE: NORJAK

REFERENCE: Airtel 9-19-73
 EXAMINATION REQUESTED BY: Seattle
 SPECIMENS:

Latent prints captioned case not identical
 fingerprints of [redacted]
 No palm prints of [redacted] available Identification
 Division files.

b6
b7C

[redacted] b6
 [redacted] b7C

100-81-4978
Clarence M. Kelley
 Clarence M. Kelley, Director
 OCT 3 1973

THIS REPORT IS FURNISHED FOR OFFICIAL USE ONLY

DB COOPER-50379

| | |
|------------|---------|
| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| OCT 3 1973 | |
| [redacted] | |

9/19/73

AIRTEL

AIR MAIL

TO: DIRECTOR, FBI (ATTN: IDENTIFICATION DIVISION)
(164-2111)
FROM: SAC, SEATTLE (164-81) (P)

SUBJECT: NORJAK
OO: SEATTLE

RE: SUSPECT [REDACTED]

[REDACTED] For the information of the Identification Division
[REDACTED] has been suggested as suspect in this matter by
Detective [REDACTED] King County Police Department, Seattle,
Washington. [REDACTED] disappeared approximately one month
prior to NORJAK and is described as White, male, American,
[REDACTED] 6' tall, 170 lbs., FBI# [REDACTED]

The Identification Division is requested to
compare [REDACTED] fingerprints to NORJAK partials currently
on file.

ARMED & DANGEROUS

2 - Bureau
3 - Seattle
RNN/rse
(5)

DB COOPER-50380 [REDACTED]

164-81-4940

b6
b7c

b6
b7c

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: 9/12/72

FROM : SA [REDACTED]

COMPAN P...

b6
b7C
b7D

SUBJECT: NORJAK
OO: SEATTLE

RE: DEMONSTRATION OF PHOTOGRAPHS
TO WITNESSES

On 9/5/72, witness [REDACTED]
[REDACTED] telephone [REDACTED]
was exhibited photographs of the following individuals:

| <u>NAME</u> | <u>SUB FILE NO.</u> |
|---------------------------|---------------------|
| WILLIAM C. BEVAN | 458 |
| ALVIN BENTON CELCER | 446 |
| BILLY RAY COONRAD | 456 |
| [REDACTED] | |
| RICHARD DRUMMOND DUKET | 408 |
| DOUGLAS ARCHIBALD WILLOWS | 402 |
| STEWART O. KIME | 416 |
| RAYMOND D. BERRYHILL | 390 |
| LONNY JAMES MC CLELLAN | 435 |
| DOYLE WAYNE HARVELL | [REDACTED] |
| JOHN STEVENS WHATLEY | 415 |
| [REDACTED] | |
| LAWRENCE MILLARD CREWS | 356 |

b6
b7C

164-81-3892

SEARCHED
SERIALIZED
SEP 12 1972
[REDACTED]

RNN:md
(47)



UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: 4/17/72

FROM : SA [REDACTED]

b6
b7C

SUBJECT: NORJAK

RE: [REDACTED]

Detective [REDACTED] King County Police Department, Seattle, Washington, advised that he believes that [REDACTED] should be considered as a logical suspect in this matter. He stated he has no specific information to indicate that [REDACTED] is the hijacker, but [REDACTED] disappeared approximately one month before the hijacking and he does not know where he is at this time. [REDACTED] described [REDACTED] as a white male, American, [REDACTED], 6' tall, 170 pounds. He made available a mug shot from Snohomish County and also a snap shot showing [REDACTED] as well as a copy of an identification record for [REDACTED] from the State Bureau of Criminal Identification, Olympia, Washington.

b6
b7C

LEADS

SEATTLE
At Seattle, Washington

Will exhibit photographs of [REDACTED] to appropriate witnesses.

JSD:jlb
(3)

b6
b7C

164-81-2997

| | |
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| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 17 1972 | |
| FBI - SEATTLE | |

DB COOPER-50384





STATE OF WASHINGTON
DEPARTMENT OF INSTITUTIONS
STATE BUREAU OF CRIMINAL IDENTIFICATION
OLYMPIA, WASHINGTON

The following is a transcript of the record, including the most recently reported data, as shown in the files of this Bureau concerning our number—

b6
b7C

FBI No—

By—

Superintendent

| Contributor of Fingerprints | Name and Number | Arrested or Received | Charge | Disposition |
|-----------------------------|-----------------|-----------------------------------|--------|-------------|
| PD Everett, Wash | | 7/27/50 | | |
| PD Minneapolis, Minn | | 10/16/50 | | |
| Army | | 5/5/52 AFIS Seattle Wash | | |
| PD Denver, Colo | | 4/29/53 Shelter | | |
| PD Portland, Oreg | | 2/18/55 | | |
| SO Portland, Oreg | | 2/22/55 | | |
| PD Everett, Wash | | 12/20/55 | | |
| PD Berkeley Calif | | 12/28/55 | | |
| SO Oakland, Calif | | 2/3/59 | | |
| SO Los Angeles Calif | | 3/17/63 | | |
| SO Everett Wash | | 11/26/63 | | |
| WROby, Honcho Wash | | 5/5/62 | | |

167-81-8490
SEARCHED INDEXED
APR 20 1972
FBI - OLYMPIA
DB COOPER-50385

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: 5/26/72

FROM : SA [REDACTED]

SUBJECT: NORJAK
OO: SEATTLE

b6
b7C
b7D

Re memo SA VICTOR R. MATOUS dated 4/17/72.

On May 2, 1972, [REDACTED]
[REDACTED] Washington, was contacted and stated that he was having a drink at the St. Helens Bar in Chehalis, Washington, and that a man sitting next to him paid for his drink with a \$50 bill. [REDACTED] stated that the man had a lot of money in his billfold, consisting of some \$100 bills and \$50 bills. [REDACTED] stated that the man was well dressed and didn't talk much, but because of the amount of money the man had, he thought he should call the FBI. Due to the fact of the above sketchy information obtained from [REDACTED] concerning the man at the bar, this suspect should be eliminated.

RWC:bgw
(3)

Alfieri

b6
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b7D

164-81-3450

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| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| MAY 26 1972 | |
| FBI - SEATTLE | |

Q/S



5010-108

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB COOPER-50386

UNITED STATES GOVERNMENT

Memorandum

TO : SAC

DATE: 4/17/72

FROM : SA [REDACTED]

Unsub

b6
b7C
b7D

SUBJECT: NORJAK

[REDACTED]

Source

[REDACTED]
Wn., advised 4/15/72 that he wished to have an agent
contact him with regard to captioned matter.

[REDACTED]

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164-81-2998

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| SERIALIZED | FILED |
| APR 17 1972 | |
| FBI - SEATTLE | |

W. L. Lanning



SAC, SEATTLE (164-81) (P)

5/2/72

SA [REDACTED]

NORJAK

RE: [REDACTED] - SOURCE

Reference memo of SA THOMAS J. MANNING dated 4/17/72.

On 4/24/72, [REDACTED]
[REDACTED] Washington, was exhibited a composite drawing of the unsub in this matter after which he stated that he could not be sure if the person he saw on November 26, 1971 was identical to the composite drawing or not.

[REDACTED] advised that on 11/26/71 at approximately 9:30 a.m. he observed a person whom he describes as white male, 6' tall, medium build; dark complexion; wearing a brown suit and a brown felt hat, carrying a briefcase, standing on the edge of the road near Amboy, Washington approximately one-tenth of a mile from the Eaton Road and County Road 16 junction. He further advised that this individual did not appear as though he had been walking through the brush.

Because of the distance from the prime search area to where [REDACTED] observed the individual two days after the skyjacking and because of the time lapse between the skyjacking and the date he observed the individual, it is recommended that no further investigation be conducted regarding this matter.

NDS:jlb
(2)

[REDACTED]

164-81-5020

SEARCHED INDEXED
SERIALIZED FILED
MAY 1972
FBI - SEATTLE

SAC, SEATTLE (164-81) (P)

4/17/72

SA THOMAS J. MANNING

NORJAK

On 4/15/72 [redacted]
Washington phone [redacted] advised telephonically that on or about
the day after the hijacking he observed a white male in the Amboy
area, man of medium height, carrying a brown brief case, walking
down the road after he came out of the wood line. This man was
wearing a medium brown suit.

b6
b7C
b7D

LEAD:

SEATTLE

At [redacted] Washington

b6
b7C
b7D

Contact [redacted]
[redacted] and exhibit composite photo in captioned case. Secure
all details re his sighting of white male and set appropriate
leads.

THIS LEAD WILL BE COVERED BY SA STEPHENSON.

(2) TJM/

164-81-2193

| | |
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| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 18 1972 | |
| FBI - SEATTLE | |

[Signature]

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DB COOPER-50389

Memorandum



To : SAC SEATTLE (164-81)

Date 5/20/87

From :

[Redacted]

INDICES
MANUAL
FOIMS
CONFIDENTIAL

[Redacted]

b6
b7C

Subject : NORJAK

At about 7:00PM, 5/19/87, writer was contacted by [Redacted] X
[Redacted], Seattle, Washington, home:
[Redacted] work: [Redacted] with the following information:

[Redacted] and her [Redacted] who did not wish to provide his name,
were watching a television show on 5/19/87. The subject of the
program was D.B. COOPER.

[Redacted] who was drinking with her [Redacted] through out the program,
and probably for many hours prior to the program, stated that after
the program was over, her [Redacted] stated that he knew who the
subject of the show was in real-life. [Redacted]

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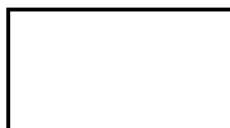
[Redacted] claims the [Redacted] says it is [Redacted] currently an
employee with [Redacted], based in either Port Townsend, or Port
Angeles.

[Redacted] was calling the FBI on behalf of the [Redacted] just incase
this information was true.



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Circle for Indexing

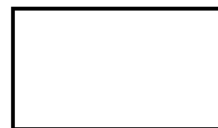


PREVIOUSLY ELIMINATED

SEC:
(2)

PLS make
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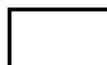
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164A-81-



Thanks



164A-81-8878

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| SERIALIZED | FILED |
| MAY 20 1987 | |
| FBI - SEATTLE | |

DB COOPER-50390

NEW YORK

12/8/72

AIRTEL

SAC, SEATTLE (87-13902)

SAC, NEW YORK (164-627)(RUC)

NORJAK

OO: SEATTLE

[redacted] aka;
DONALD SYLVESTER MURPHY, aka;
ITSP; FBH;
OO: SEATTLE

Re Seattle telephone call 12/7/72.

Review of NY file 164-627 located a polaroid photo of individual using name D.B. COOPER (subsequently identified as DONALD SYLVESTER MURPHY), which is being forwarded to Seattle as enclosure to this communication. This photograph was received 4/26/72 from [redacted] for Newsweek Magazine, 444 Madison Avenue, NYC, by SA JEREMIAH J. SMITH and retained in NYO. Copies of this polaroid photo previously submitted to Seattle by NY airtel 4/26/72.

NYO also enclosing original FD 302 of interview of KARL PAYNE FLEMING on 4/25/72 in presence of [redacted] who was identified on Page 3 of that 302 [redacted] who delivered items [redacted] At time [redacted] delivered items they were in an envelope and left at GSA Guard desk. Original items consisting of different photo of man in street wearing wig (photo #3 in Seattle report dated 5/8/72) and photocopy of three \$20. bills taken to FBI Laboratory by SA [redacted] NYO and normal FD 302s and transmittal letter not prepared. NYO file reflects memo by Supervisor [redacted] (now retired) pertaining to receipt of items sent by courier SA [redacted] to FBI Lab 4/21/72. Lab report dated 5/1/72 sent Seattle file 164-81 regarding photogcopy of [redacted] bills which werent returned to NYO.

3 - Seattle (87-13902)
(1 SE 164-81) (Encs.2) (RM)
1 - New York
JJS/jjs
(5)

Glenister

164-81-4269

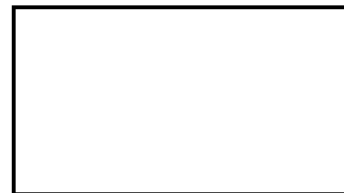
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| SERIALIZED | FILED |
| DEC 11 1972 | |
| [redacted] IN | |

DB COOPER-50391

1
SE 164-81
JLR/rlg

[redacted] who is currently leasing the premises at [redacted] Bremerton, Washington, was contacted on May 2, 1972, at which time he related that the office space currently occupied by WILLIAM B. LEWIS and [redacted] was previously occupied by the Boise Cascade Company, who had the combination for the walk in safe. He stated that [redacted] Incline Village, Lake Tahoe, Nevada, telephone 702 831-2325 could possibly locate the combination to same.

b6
b7C



b6
b7C

164-81-4448

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| FBI - SEATTLE | |
| N | |

1 cc sent to
87-13902 get

DB COOPER-50392

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: 5/1/72

FROM : SA [REDACTED]

SUBJECT: NORJAK
OO: SEATTLE

In an effort to identify the individual posing as D. B. COOPER, three photographs were shown at the golf courses listed below. These photographs show this individual wearing a wig and dark glasses; another photograph of the same individual without the wig and wearing dark glasses, and a third photograph of the individual wearing a black and white cap.

These photographs were shown on 4/27/72 without effecting any identification:

[REDACTED]
and [REDACTED] the West Seattle Golf Course, Seattle, Washington.

[REDACTED] Jefferson Park, Seattle, Washington, advised that approximately four or five days after the Northwest Airline plane had been hijacked, an individual using the name D. B. COOPER had played golf at the golf course. This individual had a master charge from the Seattle-First National Bank. He described him as follows:

| | |
|------------|---------|
| Age | 47 - 48 |
| Height | 5' 10" |
| Weight | 170 |
| Hair | Dark |
| Complexion | Dark |

He advised this individual lived somewhere in the 1100 block on East Pine Street, Seattle, Washington. He stated that he has not seen this man since that time.

He advised that this D. B. COOPER informed him that he had received a telephone call from California from his divorced wife asking him if he were the individual who had hijacked the Northwest Airlines plane. When he told her n she informed him that she didn't think he had what it took to do something like this.

JFR:bgw
(3)



164-81-3295

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| SERIALIZED | FILED |
| MAY 1 1972 | |
| FBI - SEATTLE | |

DB COOPER-50393

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

SE 164-81

[redacted] Broadmoor Golf Course,
Seattle, Washington;

b6
b7C

[redacted] Seattle Golf Club; PAT CASO,
Assistant Pro, Seattle Golf Club, Seattle, Washington;

[redacted] Sandpoint Country Club.
[redacted] Sandpoint Country Club, [redacted]
[redacted] Sandpoint Country Club, Seattle, Washington;

[redacted] Jackson Park Golf Club, Seattle,
Washington;

[redacted] Ken
Wanda Golf Course, Snohomish, Washington;

[redacted]
[redacted] Snohomish Golf Course, Snohomish, Washington.

SAC, SEATTLE (164-81) (P)

4/27/72

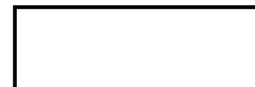
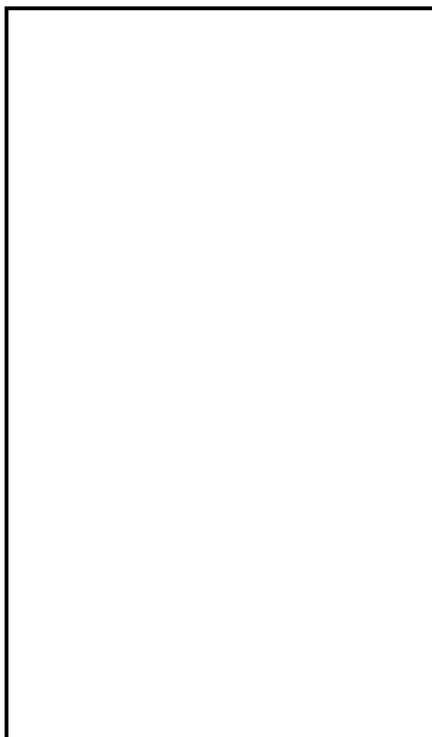
SA

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NORJAK

On April 22, 1972, the following individuals, who of the Edgewater Inn, Pier 67, Seattle, Washington, were displayed a photograph of an unknown male individual in an effort to establish the identity of the subject in this case. This photograph was displayed by SA and SA RUBAIYAT B. CASTELLOW and in all instances no one could identify this individual in the photograph as anyone they had seen in the hotel area during the period February 20-23, 1972, or otherwise:

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b7C



3-Seattle

WMB/rah
(3)

164-81-2932

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| SEARCHED..... | INDEXED..... |
| SERIALIZED..... | FILED..... |
| APR 27 1972 | |
| FBI - SEATTLE | |

[Handwritten signature]

DB COOPER-50395

SE 164-81

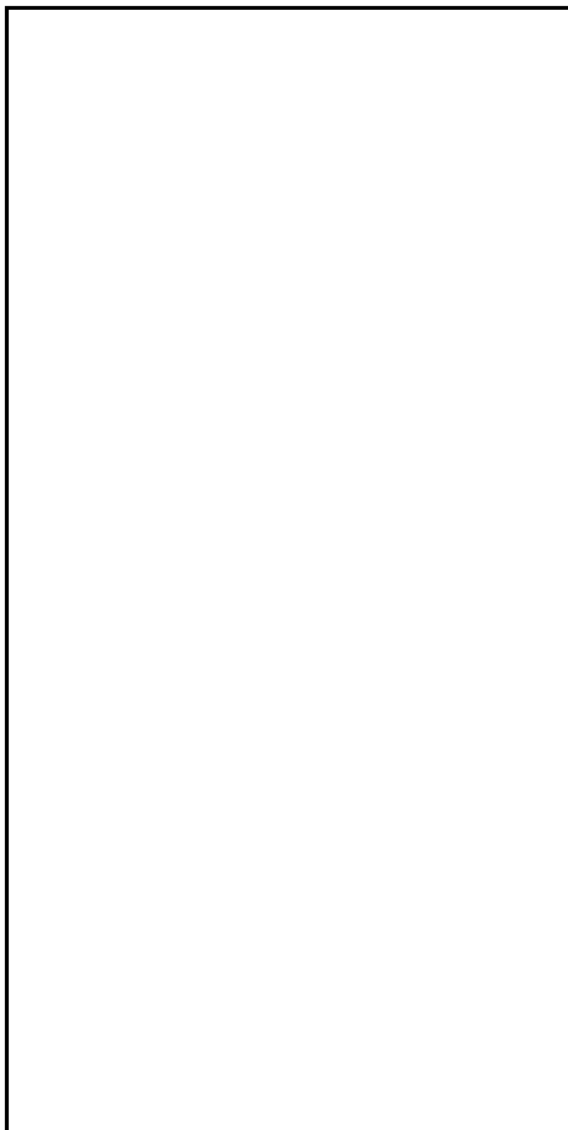
[redacted] advised the individual in the photograph looked similar to a [redacted] who sometimes registers at the hotel. Subsequent checks with guests registered at the hotel during the period of February 20-23, 1972, revealed no one registered who used that name.

b6
b7C

Additional names, and where available, addresses of individuals who worked at the hotel during the period February 20-23, 1972, were made available by [redacted]

[redacted] These individuals were not present at the hotel at the time of the aforementioned interviews:

b6
b7C



SAC, SEATTLE (164-81) (P)

4/24/72

SA [REDACTED]

b6
b7C

NORJAK

Re 159-page manuscript to Seattle from the Bureau.

The measure distance from the Oak Tree Restaurant, Woodland, Washington, to LaCenter, Washington, using odometer readings on Bureau Car SE 28, was 5.3 miles. The measure distance from the Oak Tree Restaurant, Woodland, Washington, to Campbells Fountain (Bus Stop) was .5 miles.

On 4/23/72, [REDACTED], LaCenter, Washington, advised that he does not recall seeing a car parked in the parking lot opposite the Post Office in LaCenter during the daytime hours or the nighttime hours of 11/24/71. He further advised that unless a vehicle was left in the parking lot for more than one day he would have no reason to check it out. He further advised that there is no Standard Service Station in LaCenter, but that there is a Mobile Service Station and a Texaco Service Station. He further advised that the old 76 Service Station has been out of operation for the past seven years. He added that there is a roller skating rink located in LaCenter and that it is next door to the Mobile Service Station.

On 4/23/72, the following listed photographs were taken in LaCenter, Washington:

- (1.) Store fronts including Post Office and tavern east to west.
- (2.) Parking lot across from Post Office.
- (3.) Parking Lot across from Post Office.
- (4.) Tavern and Post Office.
- (5.) Store fronts and parking lot west to east

b6
b7C

3 - Seattle
NDS/rse
(3)

164-81-2884

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| SEARCHED..... | INDEXED..... |
| SERIALIZED..... | FILED..... |
| FBI-SEATTLE | |

DB COOPER-50402

SAC, SEATTLE (164-81)

4/24/72

ASAC PAUL R. BIBLER

NORJAK

On 4/24/72 I called San Francisco and advised Supervisor [redacted] that the package of photographs was on UAL Flight #843, in possession of [redacted] arriving at SF at 6:16 PM tonight.

b6
b7C

I asked him to show the photos as soon as possible and advise us of the results.

PRB:klb
(3)

b6
b7C

164-81-2889

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| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 25 1972 | |
| FBI-SEATTLE | |

NR 336 WA PLAIN

755PM NITEL 4-24-72 JRM

TO SEATTLE

FROM DIRECTOR IP

NORJAK



b6
b7C

Sub 0

THE SEATTLE OFFICE IS TO SUBMIT A DAILY TELETYPE SUMMARY OF INVESTIGATION CONDUCTED COMMENCING APRIL TWENTY-FIVE NEXT. THIS TELETYPE SHOULD SET OUT SPECIFIC INVESTIGATION AND RESULTS.

SEATTLE SHOULD SHOW THE PHOTOGRAPH FURNISHED BY NEWSWEEK TO OFFICIALS AT THE FEDERAL CORRECTIONAL INSTITUTION, MC NEIL ISLAND. HIS PHOTOGRAPH SHOULD BE WIDELY SHOWN AT WOODLAND, WASHINGTON, AND TO EXPERIENCED PERSONNEL AT BOEING AIRCRAFT IN AN EFFORT TO IDENTIFY THIS INDIVIDUAL. THE SEATTLE OFFICE SHOULD CAUSE THE TOLL CALLS OF [REDACTED] SILVERDALE, WASHINGTON, TO BE CHECKED AND ANY APPROPRIATE INFORMATION DEVELOPED HANDLED EXPEDITIOUSLY.

b6
b7C

ALL LEADS DEVELOPED IN THIS INVESTIGATION SHOULD BE HANDLED BY TELEPHONE, CONFIRMED BY TELETYPE TO INTERESTED OFFICES AND THE BUREAU. IT IS EXPECTED THIS MATTER WILL RECEIVE VIGOROUS AND IMMEDIATE INVESTIGATION.

END

MG FBI SEATTLE CLR

B

dw

Sub. 400
114-81-2889

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|---------------|---------|
| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 24 1972 | |
| FBI - SEATTLE | |

DB COOPER-50407

F B I

Date: 4/23/72

Transmit the following in TELETYPE
(Type in plaintext or code)Via TELETYPE
(Priority)

TO SAC, SAN FRANCISCO
FROM SAC, SEATTLE (164-81)
NORJAK

[REDACTED] OPERATER, CAMPBELL'S FOUNTAIN,
GREYHOUND BUS STOP, WOODLAND, WASHINGTON, ADVISED THAT SHE
CANNOT LOCATE RECORDS REVEALING ANY SALES OF TICKETS AT
WOODLAND, WASHINGTON ON NOV. TWENTYFOUR, SEVENTYONE, IN
THAT SHE SENDS HER TICKETS TO SAN FRANCISCO FOR AUDITING.
SHE STATED THAT EACH TICKET IS DATE STAMPED. SAN FRANCISCO
AT GREYHOUND LINES, WEST MARKET AND FREMONT STREETS, AT AGENCY
ACCOUNTS BUREAU, WILL CHECK ACCOUNT NO. [REDACTED]
FOR WOODLAND, WASHINGTON RE ANY TICKETS PURCHASED FROM
WOODLAND, WASHINGTON TO PORTLAND, OREGON, COST NINETY CENTS
ON NOV. TWENTYFOUR, SEVENTYONE, ONE WAY.

SUTEL.

NDS:jlb
(1) *JB*

164-81-2886-

Approved: [Signature]
Special Agent in ChargeSent 19 M Per [Signature]

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 4/23/72

[redacted], also known as [redacted] was reinterviewed at his residence located at [redacted] Seabeck, Washington, by Special Agents [redacted]

b6
b7C

[redacted] was informed that [redacted] was interviewed at length on the night of April 22 and that the story he tells is at variance and has several inconsistencies with [redacted] story.

[redacted] admitted that what [redacted] states as to his calling [redacted] on the telephone at his residence around Christmas, 1971, and inviting he and his family over for a social evening is true. He also states sometime later he also called [redacted] to pick him up at the ferry dock in Seattle in order for [redacted] to take him to S. L. Savidge Automobile Company where he was going to obtain a title on a pickup truck and camper and that this story as related by [redacted] is also correct. [redacted] stated on this particular day after he had picked up the title of this pickup and camper he and [redacted] looked for auto parts which essentially was two fenders for his Toronado which would cost approximately \$900 and because this was too expensive, he did not purchase the fenders and the rest of the evening he and [redacted] spent drinking at the Edgewater Inn in Seattle. [redacted] was then informed that according to [redacted] he had never been in the paratroopers in the U.S. Army and had never had parachute training and had also not been out of the country. Then [redacted] admitted he might have called [redacted] late one night, but denied that he had requested that [redacted] furnish him a typewriter as he had three typewriters of his own. He was then asked even though this was so, did he make a request of [redacted] to [redacted] at the Edgewater Inn. [redacted] then stated that he had never registered under an assumed name at the Edgewater Inn or anywhere else and that if he had wanted a [redacted] he would have requested one from the desk of the Edgewater Inn. When it was pointed out to [redacted] that this is exactly what [redacted] stated he had told [redacted] to request a typewriter from the desk; [redacted]

b6
b7Cb6
b7C

Interviewed on 4/23/72 at Seabeck, Washington File # SE 164-81-2885
by SA [redacted] and [redacted] Date dictated 4/23/72
SA [redacted] CSS:jlb

F B I

Date: 4/24/72

Transmit the following in _____
(Type in plaintext or code)Via TELETYPE URGENT
(Priority)

TO : SAC, SAN FRANCISCO (164-220)
FROM: SAC, SEATTLE (164-81)
NORJAK.

RE LOS ANGELES TELETYPE TO BUREAU, SEATTLE AND
SAN FRANCISCO APRIL TWENTYONE LAST.

[] VAN NUYS, CALIFORNIA, []
[] ADVISED TODAY THAT [] DEPARTED LOS
ANGELES APRIL TWENTYTHREE LAST, FOR [] HOME AT []
[] CALIFORNIA.
SEATTLE IS SENDING VIA UAL, PILOT COURIER TODAY, PHOTOS OF
A MAN IN A BLACK AND WHITE KNITTED HAT; A MAN IN SUNGLASSES
STANDING ON A STREET, NOW DETERMINED TO BE IN BREMERTON,
WASHINGTON; TWO PHOTOS OF [] AND TWO PHOTOS
OF []

THE FIRST TWO DESCRIBED PHOTOS ARE ALLEGEDLY
OF THE HIJACKER. THE ONE OF [] WAS TAKEN DURING AN
INTERVIEW WITH HIM, BUT AT THAT TIME HE DENIED ANY
INVOLVEMENT WITH THE TAKING OF THESE PICTURES.

SAN FRANCISCO REQUESTED TO IMMEDIATELY DISPLAY
THE PHOTOS TO [] WHO, ACCORDING TO LOS ANGELES, []

CEF:klb
(3)

164-81-2878

Approved: _____
Special Agent in Charge

Sent _____ M Per _____

DB COOPER 50412

NR 222 LA PLAIN

12447M URGENT 4-23-72 NJZ

TO DIRECTOR (164-2111)

SEATTLE (164-31)

NEW YORK

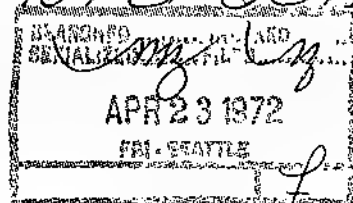
FROM LOS ANGELES (164-497)

MURJAK - OO: SEATTLE.

RE FACSIMILES OF FOUR LOS ANGELES TELETYPES TO BUREAU
APRIL SEVENTEEN, APRIL TWENTY-NINE, APRIL TWENTY-FIVE TO LAST;
SEATTLE TELETYPE TO LOS ANGELES APRIL TWENTY-FIVE TO LAST AND TWO
PHOTOS OF UNIDENTIFIED MALE IN BLACK AND WHITE CAP; SENT NEW
YORK VIA TELECOPIER MACHINE THIS DATE.

RE UNSUB; [REDACTED] SOURCE FOR INFORMATION OF
NEW YORK, [REDACTED] HAVE
BEEN INTERVIEWED AT LOS ANGELES AND BOTH ADVISE WERE IN COMPANY
OF KARL FLEMING, LOS ANGELES BUREAU CHIEF OF NEWSWEEK MAGAZINE,
ON FEBRUARY TWENTY-FIVE PCE LAST AT WHICH TIME FLEMING INTERVIEWED
AND UNIDENTIFIED WHITE MALE IN SEATTLE, WASHINGTON WHOM [REDACTED]

[REDACTED] ASSUMED WAS THE HIJACKER THIS CASE. IDENTITY OF
END PAGE ONE [REDACTED]



NR 002 PD PLAIN

2:56 A.M. NITEL 4-23-72 JAS

TO: SEATTLE (164-81)

FROM: PORTLAND (164-41) (8) 20

NORJAK

RE CURRENT UNIDENTIFIED SUSPECT.

SECOND PHOTO OF UNIDENTIFIED SUSPECT DISPLAYED AMONG SIXTEEN
OTHER PHOTOS TO PORTLAND WITNESS [REDACTED] NORTHWEST AIRLINES

b6
b7C

[REDACTED] SELECTED FOUR PHOTOS, INCLUDING THAT OF
SUSPECT, AS MOST RESEMBLING UNSUB, BUT COULD NOT RANK THEM OR MAKE
POSITIVE IDENTIFICATION. PORTLAND WITNESS [REDACTED] NWA

[REDACTED] NOT AVAILABLE TO VIEW PHOTOS, BUT STOPS PLACED
AND CONTINUOUS EFFORT BEING MADE TO SHOW PHOTOS TO HIM AT EARLIEST
POSSIBLE TIME.

b6
b7C

WITNESS [REDACTED] EUGENE, OREGON, FELLOW PASSENGER OF
UNSUB DURING HIJACKING, VIEWED SECOND PHOTO AMONG OTHERS AND
SELECTED IT AS SAME PHOTO DISPLAYED ALONE TO HIM AT TWO A.M.,

FOUR TWENTYTWO SEVENTYTWO BY NEWSWEEK [REDACTED]

STATES THIS PHOTO STRONGLY RESEMBLES UNSUB, MORE SO THAN ANY OTHERS
OF APPROXIMATELY FIVE HUNDRED HE HAS VIEWED, BUT HE COULD NOT MAKE
POSITIVE IDENTIFICATION. [REDACTED] FURTHER ADVISED [REDACTED] CALL-

ED HIM BY TELEPHONE FROM SEATTLE AFTER ABOVE DISPLAY OF SINGLE PHOTO
TO ADVISE HE WAS ALSO CONTACTING OTHER WITNESSES AND SHOWING THEM
END PAGE ONE

b6
b7C

DB COOPER-50416

164-81-2870

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| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 23 1972 | |
| FBI - SEATTLE | |

NR 003 PD PLAIN

2:25 PM URGENT 4/23/72 LA

TO: SEATTLE (164-81)

FROM: PORTLAND (164-41) (P)

NORJAX

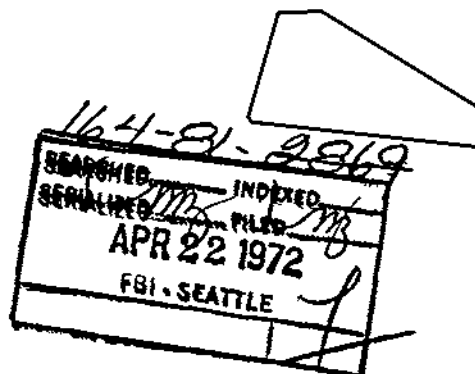
RE CURRENT UNIDENTIFIED SUSPECT.

SECOND PHOTO SUSPECT DISPLAYED TODAY AMONG GROUP OF SEVEN
TO PORTLAND WITNESS [REDACTED] NORTHWEST AIRLINES [REDACTED]
[REDACTED] SELECTED THIS PHOTO AND ONE OTHER AS HAVING
SOME RESEMBLANCE TO UNSUB, BUT HE COULD MAKE NO IDENTIFICATION.

3 ND

FEE

FBI SEATTLE CLR



UNITED STATES GOVERNMENT

Memorandum

TO : FILE (164-81)

DATE: 4/23/72

FROM : SAC, J. E. MILNES

SUBJECT: NORJAK

RE: [REDACTED] - SOURCE

On 4/23/72 I called Assistant Director CHARLES BATES at the Bureau. I reminded him that on February 23, there was a telephone call made from the Edgewater Inn from the room occupied by CARL FLEMING to a man by the name of [REDACTED] at Silverdale, Washington. We had run a background check on [REDACTED] and it would appear that his background is for all practical purposes, identical with the profile that we had extracted from the [REDACTED]. We had interviewed [REDACTED] and he admitted knowing CARL FLEMING. As a matter of fact, he admitted that he had put an ad in the paper, got a call one night from a person whose voice he recognized and believed that this was the hijacker. In fact, he said that initially he would be able, through his contacts, to invest the money for the hijacker and would do so. In pressing him for the identity of the person making the telephone call, he advised that it could have been [REDACTED] of the Northwest Auto parts in Seattle. He further advised that the photograph of the man in the black and white cap could possibly be [REDACTED]. We had interviewed [REDACTED] and he denied being the man in the photograph, denied being the person who called [REDACTED] in fact, he thinks that LEWIS is a "ding bat." I advised Mr. BATES that the second photograph delivered to us, that of the man standing by the automobiles, was actually taken in Bremerton, Washington, and the photograph did bear some resemblance to [REDACTED] but we did not know if it was him or not. I told him that we were back interviewing [REDACTED] today and were checking the alibi of [REDACTED] and would let him have the results as well as New York before they conducted the interview of FLEMING.

JEM:jlb
(2)

164-81-2868

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| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 20 1972 | |
| FBI-SEATTLE | |



Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB COOPER-50419

FILE (164-81)

4/22/72

SAC J.E. MILNES

NORJAK

On 4/22/72 I called Asst. Director BATES in Washington.

I pointed out to him that undoubtedly the [redacted] trip that was made to Seattle by KARL FLEMING, [redacted] since we had interviewed a guy by the name of [redacted] who admits acquaintance with FLEMING. He is the same individual whom FLEMING called early on the morning of 2/23/72 and in view of [redacted] revelations, would suggest possibly that much of [redacted]

b6
b7C
b7D

I advised him that we were completely justified in interviewing FLEMING to determine identity of person in Seattle, who was photograph by [redacted] since we had clearly established details of this matter completely independently of information furnished to Mr. HENRY PETERSON by [redacted]

I said we could play around with this all day but I thought the logical approach was to interview FLEMING at once.

He called back and advised FLEMING should be interviewed by Los Angeles without any reference whatsoever to [redacted] but deal entirely with FLEMING's trip to Seattle by him, [redacted] as well as [redacted] and we desired to know immediately the identity of the person whom he interviewed in Seattle together with details of the interview.

b6
b7C
b7D

JEM:klb
(4)

164-81-2867

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| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 22 1972 | |
| FBI - SEATTLE | |

DB COOPER-50420

FILE (164-81)

4/22/72

ASAC PAUL R. BIBLER

NORJAK

SA BOB STRANGER called from Los Angeles 4/22/72. He said they had stops out for KARL FLEMING at his residence and answering service and he had not called his answering service all day and was not at his residence.

They called his [redacted] and talked to [redacted]. He said FLEMING was in New York and would probably return about the middle of next week. They did not have a number for him but thought he could be reached through Newsweek magazine.

b6
b7C

After talking to you, I called Asst. Director BATES at the Bureau and advised him of the circumstances. He said that this posed somewhat of a problem in view of the Director's feeling about Newsweek, and felt the proper way to handle it was for Los Angeles to come into the Bureau with a teletype with copies for Seattle and New York, summarizing the interviews with [redacted] and set out the desirability of interviewing FLEMING for the purpose of determining the identity of the person whom he interviewed in Seattle, together with the details of the interview.

b6
b7C
b7D

Los Angeles should then set out what they found out today about FLEMING's presence in New York and instruct New York to interview FLEMING, UACB.

Undoubtedly New York would not be able to do anything through Newsweek until Monday and it would give BATES time to handle the matter at SOG.

PRB:klb
(4)

b6
b7C

164-81-2866

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| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 23 1972 | |
| FBI-SEATTLE | |

[Signature]

DB COOPER-50422

F B I

Date: 4/22/72

Transmit the following in _____
(Type in plaintext or code)Via TELETYPE NITEL
(Priority)

TO : DIRECTOR, FBI (164-2111) & SAC, MINNEAPOLIS (164-73)

FROM: SAC, SEATTLE (164-81)

NORJAK.

RE: UNSUB;

[REDACTED] - SOURCE

PHOTO OF UNIDENTIFIED MALE IN BLACK AND WHITE
JOCKEY STYLE CAP, DISPLAYED AT SEATTLE TO WITNESSES [REDACTED]
[REDACTED] WHO DID NOT PICK THE PHOTO AS RESEMBLING HIJACKER.

PHOTO WAS SHOWN TO [REDACTED], WHO SAID
THE PART OF FACE HE COULD SEE HAD STRIKING SIMILARITY TO
HIJACKER AND THAT HE WOULD NOT RULE OUT THIS INDIVIDUAL
ALTHOUGH HE APPEARED OLDER THAN HIJACKER.

WITNESS CORD SPRECKEL, SEATTLE, PICKED THIS
PHOTO AS VERY MUCH RESEMBLING HIJACKER, BUT STATED HE COULD
NOT MAKE A POSITIVE DETERMINATION WITHOUT SEEING ADDITIONAL
PHOTOS.

PHOTO FORWARDED BY BUREAU SHOWING INDIVIDUAL
STANDING ON STREET, BARE HEADED, WEARING SUNGLASSES SHOWN
TO SAME WITNESSES.

PRB:klb
(3)

164-81-2855

Approved: _____
Special Agent in Charge

Sent _____ M Per _____

DB COOPER-50423

b6
b7C
b7Db6
b7C

F B I

Date:

Transmit the following in _____
(Type in plaintext or code)Via _____
(Priority)

PAGE TWO (SE 164-81)

[] SAYS THE SECOND PICTURE ALSO DOES NOT RESEMBLE THE HIJACKER AS THE MOUTH IS "TOO BROAD" IN BOTH.

[] SAID THAT BOTH THE FIRST AND THE SECOND PICTURES AS WELL AS A PICTURE SHOWN TO HIM THIS MORNING BY A NEWSWEEK REPRESENTATIVE, ALTHOUGH ALL DIFFERENT POSTURES, ARE OF THE SAME INDIVIDUAL. AFTER VIEWING THE PICTURE THIS EVENING, HE DEFINITELY ELIMINATES HIM AS THE HIJACKER.

SPECKEL SAID THAT BOTH PICTURES DO NOT LOOK LIKE THE SAME MAN, AND THE SECOND PICTURE DOES NOT RESEMBLE HIJACKER, as much as the first picture. Speckel said he feels the man in the first picture is likely to be identical with the hijacker but could not make a positive identification without better quality photos.

Intensive investigation to identify person or persons in photograph continuing.

b6
b7CApproved: _____
Special Agent in Charge

Sent _____ M Per _____

DB COOPER-50424

F B I

Date: 4/22/72

Transmit the following in _____
(Type in plaintext or code)Via TELETYPE NITEL
(Priority)

TO : SAC, LOS ANGELES (164-497)
FROM: SAC, SEATTLE (164-81)
NORJAK.

RE LOS ANGELES TELETYPES TO BUREAU, SEATTLE AND
SAN FRANCISCO APRIL SEVENTEEN AND TWENTYONE, LAST, AND
SEATTLE TELEPHONE CALL THIS DATE.

INTERVIEW WITH [REDACTED] AT TARZANA,
CALIFORNIA, DISCLOSED THAT HE HAD TRAVELLED TO SEATTLE AND
STAYED AT THE EDGEWATER INN, FEBRUARY TWENTYTWO, SEVENTYTWO,
WHERE HE AND [REDACTED], MET KARL FLEMING, ALSO
FROM LOS ANGELES. [REDACTED] HAD INDICATED ON LATER INTERVIEW,
THAT AT SEATTLE THEY WERE DRIVEN BY A MAN NAMED [REDACTED] IN A
RENTED HERTZ CAR TO A WATER-SIDE PARK IN THE NORTH AREA OF
SEATTLE WHERE [REDACTED]

[REDACTED]
UP BY [REDACTED] RECORDS OF EDGEWATER INN
REFLECT A TELEPHONE CALL BY FLEMING TO TELEPHONE NUMBER
AREA CODE [REDACTED]

[REDACTED] IN SILVERDALE, WASHINGTON, LISTED TO A [REDACTED]
[REDACTED] [REDACTED]

PRB/CEF:klb
(3)

164-81-2864

b6
b7C
b7D

Approved: _____
Special Agent in Charge

Sent _____ M Per _____

DB COOPER-50425

F B I

Date: 4/22/72

Transmit the following in _____
(Type in plaintext or code)Via TELETYPE IMMEDIATE
(Priority)

TO :SACS, LOS ANGELES (164-497) AND PHOENIX (164-100)
FROM:SAC, SEATTLE (164-81)
NORJAK.

THE FOLLOWING TELEPHONE CALLS WERE MADE FROM
TELEPHONE NUMBER [REDACTED] LISTED
TO [REDACTED], SILVERDALE,
WASHINGTON.

PHOENIX:

AREA CODE [REDACTED]
[REDACTED]

WEST LOS ANGELES:

AREA CODE [REDACTED]
[REDACTED]

LOS ANGELES,

AREA CODE [REDACTED]
[REDACTED]

SANTA MONICA,

AREA CODE [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]b6
b7Cb6
b7C

164-81-8863

JEM:klb

Approved: (3) _____
Special Agent in Charge

Sent _____ M Per _____

DB COOPER-50427

SAC, SEATTLE (164-81)

4/22/72

SA CHARLES E. FARRELL

NORJAK

RE: [REDACTED] - SOURCE

b6
b7C
b7D

On 4/22/72 SA [REDACTED] displayed a spread of photos to witness SPRECKEL who said he was impressed with the likeness in the photo of the unknown man with the black and white knitted cap and felt there were very definite characteristics between that photo and the hijacker. However, he could not be definite without seeing additional photos of the same person.

CEF:klb
(4)

b6
b7C

164-81-2862
164-81-2858

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| SEARCHED | INDEXED |
| SERIALIZED | FILED |
| APR 20 1972 | |
| FBI - SEATTLE | |

DB COOPER-50429

SAC, SEATTLE (164-81)

4/22/72

ASAC PAUL R. BIBLER

NORJAX

SA RALPH HIMMELSBACH called from Portland on 4/22/72. He said that he had showed the picture of the man wearing the cap to witnesses [redacted] in Portland. Neither of them had indicated any interest in this picture as being the hijacker.

b6
b7C

He advised that he had learned from SA [redacted] in Eugene that witness [redacted] had been shown a photo at 2:00 AM, this morning by a representative of Newsweek. This picture showed a man who appeared to be handcuffed and was facing a street near a store. [redacted] allegedly told the Newsweek representative he could not recognize this individual as being the hijacker. He told SA [redacted] that the picture in fact did look like the UNSUB. HIMMELSBACH said he could not be any more definite about [redacted] remarks since he had not talked to Him, himself. He said that [redacted] allegedly advised [redacted] that the Newsweek magazine had his name and address since they interviewed him the night of the hijacking.

PRB:klb
(4)

b6
b7C

164-81-2854

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| SERIALIZED | FILED |
| APR 20 1972 | |
| FBI - SEATTLE | |

DB COOPER-50430

FILE (164-81)

4/21/72

SAC, SEATTLE

NORJAK

Upon receipt of the facsimile photograph of UNSUB in the NORJAK matter referred by [redacted] to HENRY PETERSON, it was apparent the facsimile was of no value whatever. I so advised SA [redacted] of the Bureau. In addition I called SAC MATTSON in Portland and SAC HELD in Minneapolis and told them to establish the location of the witnesses in their Divisions immediately and call so that if courier photographs of the subject should have to be sent to other sources, it could be done by the Bureau.

b6
b7C

JEM:eon
(3)

[redacted]
b6
b7C

164-81-2856

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| APR 21 1972 | |
| FBI - SEATTLE | |

1/10

DB COOPER-50431

FILE (164-81)

4/21/72

SAC, SEATTLE

NORJAK

On 4/21/72 Assistant Director BATES and SA [redacted] called from the Bureau.

They referred to the manuscript received from Mr. HENRY PETERSON of the Department of Justice, and advised that [redacted] had related to them that he had 3 of the ransom bills in his possession and was bringing them over to the Department today.

In discussion this matter it would appear that the interview conducted in the UNSUB, [redacted] source matter is very likely the same individual who was allegedly interviewed by the unidentified author, who is the [redacted]

Further, [redacted] has advised Mr. HENRY PETERSON of the Department that he has 3 of the bills, which he is delivering to Mr. PETERSON today.

In view of this, [redacted] advised that we should make an all-out effort to review the manuscript, take the part that is in there which would tend to describe the individual interviewed and get him identified immediately.

He advised that a photograph of the UNSUB HAS BEEN DELIVERED [redacted] to Mr. PETERSON and is being sent by air courier (and by facsimile first) to Portland, Los Angeles, Minneapolis and Seattle.

JEM:con
(3)

164-81-5555

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| SERIALIZED <i>m</i> | FILED <i>ly</i> |
| APR 29 1972 | |
| FBI-SEATTLE | |

JRP

DB COOPER-50432

NR 004 PD PLAIN

5:09 PM URGENT 4-22-72 RMB

TO: SEATTLE (164-81)

FROM: PORTLAND (164-41)

NORJAK

RE CURRENT UNIDENTIFIED SUSPECT. WITNESS [REDACTED]

[REDACTED] AND WITNESS [REDACTED]

UNABLE

TO MAKE ANY IDENTIFICATION OF CURRENT UNKNOWN SUSPECT. WIT-

NESS [REDACTED] FELLOW PASSENGER, EUGENE, OREGON, SELECTED PHOTO

OF UNKNOWN SUSPECT FROM GROUP OF PHOTOS AS MOST NEARLY RESEMBLING
COOPER BUT COULD NOT POSITIVELY IDENTIFY. INVESTIGATION CONTINUING.

3 ND

164-81-2864

| | |
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| APR 22 1972 | |
| FBI - SEATTLE | |

DB COOPER-50433

NR005 WF PLAIN

6:070 MURGENT 4-22-72, GEA

TO DIRECTOR

LOS ANGELES

MINNEAPOLIS (164-73),

PORTLAND

SEATTLE (164-81)

FROM WASHINGTON FIELD (164-169) (0) (30)

NORJAK.

Sub. HH
WITT
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RE BUREAU TELEPHONE CALL TO WFO, APRIL TWENTY ONE, LAST.

REFERENCE PHOTOGRAPHS OF UNIDENTIFIED SUSPECT, ALSO
KNOWN AS D. ? . COOPER, FURNISHED WFO BY BUREAU APRIL TWENTY
ONE LAST, AND APRIL TWENTY TWO, INSTANT.

NORTHWEST AIRLINES (,WA) STEWARDESS, [REDACTED]
LOCATED TODAY AT WASHINGTON, D.:., (2 DC), AND WAS-EXHIBITED.
SPREAD OF SEVEN PHOTOGRAPHS CONTAINING PHOTOGRAPH OF SUSPECT
WEARING SUNGLASSES AND KNIT CAP. [REDACTED] UNABLE TO MAKE
POSITIVE IDENTITY BUT STATED PHOTOGRAPH MORE CLOSELY RESEMBLED
HIJACKER THAN ANY OF THE APPROXIMATE THREE HUNDRED OTHER
PHOTOGRAPHS SHE HAS OBSERVED TO DATE. SHE SPECIFICALLY NOTED
SIMILARITIES IN MOUTH, NOSE, LIPS, AND STYLE OF SUNGLASSES.
SHE STATED HIJACKER' FACE THINNER THAN INDIVIDUAL DEPICTED
IN CAPTIONED PHOTOGRAPH.

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END PAGE ONE

DB COOPER 50434

164-81-2853

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| APR 22 1972 | |
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SAC, SEATTLE (164-81)

4/22/72

ASAC PAUL R. BIBLER

NORJAK

At 2:30 PM, [] called from Eugene,
Oregon RA.

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He said that he had exhibited 12 pictures to witness [] including a picture of UNSUB wearing the knitted cap. [] picked the one of the UNSUB in the cap as being the most like the hijacker of any of the 12. He said he could not identify or eliminate it until he saw more of the forehead. He said that he still liked the photo that the Newsweek man showed him last night the best of any he had seen and did not indicate in any way that the one he was looking at today was another photo of the same individual.

PRB:klb
(4)

164-81-5852

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DB COOPER-50437

SAC, SEATTLE (164-81)

4/22/72

ASAC PAUL R. BIBLER

NORJAK

On 4/22/72 SA ST. JOHN advised that when he showed the photo of UNSUB wearing the black and white knitted hat to [redacted] advised the part of the face he could see had a striking similarity to the hijacker. This was particularly true with regard to the lips and the jawline. He stated he could not make a positive identification but would not rule the picture out. He noted that the individual in the photo looked older than the hijacker.

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ST. JOHN also advised that [redacted] told him

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164-81-2857

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| APR 29 1972 | |
| FBI - SEATTLE | |

DB COOPER-50438

SAC, SEATTLE (164-81)

4/22/72

SAC J.E. MILNES

NORJAK

On 4/22/72 SA [] at WFO advised that [] the stewardess, had observed the photo of the individual in the black and white knitted hat. She advised that out of the 300 photos she has seen, this is the closest likeness to the hijacker. The picture bears many likenesses to the individual, but she would not positively identify him.

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SA [] advised further, that they had received a second photo from New York of an individual standing near a curb, by autos and store fronts, with his hands close together as though they were handcuffed.

JEM:klb
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| APR 26 1972 | |
| FBI - SEATTLE | |

DB COOPER-50439

FILE (164-81)

4/22/72

SAC J.E. MILNES

NORJAK

On 4/22/72 I called SA RALPH HIMMELSBACH, Portland, who advised the photo of the individual wearing the black and white knitted hat, was shown to the ticket seller and to the loading clerk at Portland, both of whom went right by the picture. He advised the same photo was sent to the Eugene RA, via pilot courier, but the picture was mis-sent to San Francisco and is being returned today at 2:00 PM.

I later talked to SA [] in Eugene. He advised that witness [] had been called at 2:00 AM on 4/22/72 by a [] of Newsweek Magazine who insisted on seeing him. He showed him an 8x10 glossy photo of a man wearing a coat or sweater, dark pants, sunglasses with wire rims, his arms appeared to be close to one another as though he were wearing cuffs, but his hands could not be seen since they were off the picture. He appeared to be on the street, close to a curb, between 2 cars but the license plates and the names on the store fronts were smeared deliberately. While [] the witness, said that he told [] it had been so long, he couldn't remember what the hijacker looked like, he did tell [] it was the best likeness he had seen. [] advised that the photo was arriving from San Francisco at 2:00 PM today. He had an appointment to see [] at 2:15 PM, would show the picture to him and would call the office.

I told him also that another picture was coming from Washington today and when that picture arrived, I would like to have it shown to [] as soon as possible and resul-s furnished to us.

JEM:klb
(4)

164-81-2849

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| APR 20 1972 | |
| FBI-SEATTLE | |

DB COOPER-50440

FILE (164-81)

4/22/72

SAC J.E. MILNES

NORJAK

On 4/22/72 SA [] called from WFO
and advised that [] looked at second photo.
It is a picture of the same individual she had seen
before but she does not like the photo.

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JEM:klb
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| APR 26 1972 | |
| FBI - SEATTLE | |

DB COOPER 50441

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81)

DATE: April 21, 1972.

FROM : SA CHARLES E. FARRELL

SUBJECT: NORJAK.

RE: UNSUB.

Informant.

Showing of photos to witnesses.

On April 21, 1972, SA RAY GAMMON, Minneapolis, advised that he had shown the photographs sent to Mn by WFO, to two of the Stewardesses with the following result.

Positively "No."

Would like to see some more photos; ones that would show more of his face. These pictures show the man with a cap on and hide his face.

is in Washington, D. C. and will be there until 7:00 P.M. Saturday.

CEF
(2)

164-81-9847

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| APR 20 1972 | |
| FBI-SEATTLE | |

DB COOPER-50442



FILE (164-81)

4/21/72

SAC, SEATTLE

NORJAK

RE: UNSUB [REDACTED] - SOURCE

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On 4/21/72 ASAC [REDACTED] from Atlanta called and advised that telephone number 404-237-9766 in Atlanta, Georgia, is listed to JOSEPH B. CUMMING, JR., 2604 Parkside Drive N.E., Atlanta, Georgia. CUMMING is the Bureau Chief for NEWSWEEK in Atlanta, it being noted that this number is one called from the telephone in the room rented to CARL FLEMING at the Edgewater Inn on 2/22/72.

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Sub. 400
164-81-2846

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| APR 21 1972 | |
| FBI - SEATTLE | |

[Handwritten signature]

DB COOPER-50443

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81)

DATE: 4/23/72

FROM : ASAC PAUL R. BIBLER

SUBJECT: NORJAK

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RE: [REDACTED] - SOURCE

At approximately 6:30 p.m., 4/22/72, I called Assistant Director CHARLES BATES and told him that Los Angeles had called and said they were unable to locate CHARLES FLEMING. I further told him that SA BOB STRANGER in Los Angeles had advised on interviewing [REDACTED] he had learned that FLEMING was in New York until the middle of next week in c/o Newsweek Magazine.

BATES directed that I call Los Angeles, tell them to submit a teletype to the Bureau and New York, setting out the background of this matter for New York and recommending that UACB New York interview CARL FLEMING.

At approximately 7 p.m. I called and gave this information to the night supervisor JIM KARIS in Los Angeles. At approximately 9 p.m. BOB STRANGER of Los Angeles called and said that as soon as he located his supervisor, [REDACTED] he would proceed to the office and handle this matter.

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PRB:jlb
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164-81-3845

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| APR 23 1972 | |
| FBI-SEATTLE | |

SAC



NR004 SE PLAIN

5:30 PM URGENT 4/23/72 DCA

TO DIRECTOR, FBI

NEW YORK

LOS ANGELES

FROM SEATTLE (164-81)

6P

NORJAK

RE: UNSUB; [REDACTED] - SOURCE

RE LOS ANGELES TELETYPE TO BUREAU, SEATTLE AND NEW YORK,
APRIL TWENTYTHREE, INSTANT.

FOR THE ADDITIONAL INFORMATION OF NEW YORK IN THE EVENT
BUREAU GRANTS AUTHORITY FOR INTERVIEW OF KARL FLEMING, THE
FOLLOWING INFORMATION IS FURNISHED:

INTERVIEW WITH [REDACTED] AT TARZANA, CALIFORNIA,
DISCLOSED THAT HE HAD TRAVELLED TO SEATTLE AND STAYED AT THE EDGE-
WATER INN, FEBRUARY TWENTYTWO, SEVENTYTWO, WHERE HE AND [REDACTED]
[REDACTED] MET KARL FLEMING, ALSO FROM LOS ANGELES. [REDACTED] HAD IN-
DICATED ON LATER INTERVIEW THAT AT SEATTLE THEY WERE DRIVEN BY A
MAN NAMED [REDACTED] IN A RENTED HERTZ CAR TO A WATER-SIDE PARK IN
THE NORTH AREA OF SEATTLE WHERE [REDACTED]
END PAGE ONE

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164-81-2844

DB COOPER-50445

PAGE TWO

SE 164-81

UP

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BY [REDACTED] RECORDS OF EDGEWATER INN REFLECT A TELEPHONE CALL FROM ROOM REGISTERED TO FLEMING TO TELEPHONE NUMBER AREA CODE [REDACTED] IN SILVERDALE, WASHINGTON, LISTED TO A [REDACTED]

TRANSPORTATION AT THE MOTEL WHICH WAS FURNISHED BY [REDACTED] WAS IN A YELLOW SMALL CAR AND INVESTIGATION NOW REFLECTS THAT [REDACTED] DOES IN FACT POSSESS SUCH A CAR WHICH IS A PINTO. [REDACTED]

[REDACTED] IS [REDACTED] HAS BROWN HAIR, WEARS A BEARD AND OTHERWISE FITS THE DESCRIPTION OF [REDACTED]

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[REDACTED] WAS INTERVIEWED ON THREE SEPARATE OCCASIONS APRIL TWENTYTWO, TWENTYTHREE, SEVENTYTWO AND HAS NOT GIVEN A COMPLETE AND ACCURATE ACCOUNT OF HIS INVOLVEMENT OR ASSOCIATION WITH [REDACTED]

[REDACTED] STATED THAT THE ONLY TIME HE SAW KARL FLEMING OF NEWSWEEK MAGAZINE WAS ON A FRIDAY NIGHT, LATER CORRECTED WHEN [REDACTED] REMINDED HIM IT WAS A MONDAY, DURING THE LATTER PART OF FEBRUARY, LAST, DATE NOT RECALLED, WHEN FLEMING [REDACTED]

END PAGE TWO

PAGE THREE

SE 164-81

AT LENGTH FOR PERSONAL BACKGROUND. AFTER THAT INTERVIEW [REDACTED]
[REDACTED] AND FLEMING HAD DINNER AT THE WINDJAMMER
RESTAURANT, SEATTLE, AND ON THAT SAME EVENING [REDACTED] WAS GIVEN
[REDACTED] CASH BY FLEMING ON BEHALF OF [REDACTED]
[REDACTED] BASED ON HIS THEORY OF THE NOV. TWENTYFOUR,
SEVENTYONE, HIJACKING OF A NORTHWEST AIRLINES PLANE. FLEMING WAS
GIVEN A RECEIPT FOR THAT PAYMENT. [REDACTED] STATED THE MONEY WAS
ACTUALLY FOR EXPENSES INCURRED BY HIM IN RESEARCH AND TRAVEL ALL OVER
THE COUNTRY.

[REDACTED] ADMITS HAVING MADE SEVERAL CALLS TO THE EDGEWATER INN,
SEATTLE, FOR FLEMING, BUT MAINTAINS THAT HE NEVER GOT IN TOUCH WITH
HIM IN THE MOTEL. HIS REASON FOR CALLING, WAS TO SEE IF FLEMING
WAS [REDACTED] AND IF FLEMING WAS [REDACTED]
[REDACTED]

[REDACTED] SUBSEQUENTLY CALLED FLEMING AT FLEMING'S HOME IN CALIF-
ORNIA TO SEE IF FLEMING THOUGHT [REDACTED] FOR THE
HIJACKING. [REDACTED] SAID FLEMING WAS ENTHUSIASTIC AND THOUGHT [REDACTED]
[REDACTED] HOWEVER, FLEMING SAID HE DID NOT KNOW WHERE
HE WAS GOING TO GET THE [REDACTED]
[REDACTED]

END PAGE THREE

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DB COOPER-50447

PAGE FOUR

SE 164-81

[] WAS SHOWN TWO SEPARATE PHOTOGRAPHS. ONE OF A MAN WEARING A BLACK AND WHITE KNIT CAP AND SUNGLASSES AND ANOTHER OF A MAN STANDING AT THE CURB, ALSO WEARING SUNGLASSES AND SHOWING STORE FRONTS. THE LATTER PICTURE BELIEVED MADE AT BREMERTON, WASHINGTON. [] DENIES KNOWING ANYTHING WHATEVER ABOUT EITHER PICTURE AND STATES HE HAD NOTHING TO DO WITH THEIR BEING MADE AND DOES NOT KNOW THE IDENTITY OF THE PERSONS IN THE PICTURES. HOWEVER, HE DID SUGGEST THAT PERHAPS THE MAN IN THE BLACK AND WHITE CAP WAS A [] OF BELLEVUE, WASHINGTON.

[] INTERVIEWED APRIL TWENTYTWO AND TWENTYTHREE, SEVENTYTWO AND STEADFASTLY DENIES BEING THE MAN IN EITHER PHOTO AND MAINTAINS HE HAD NOTHING TO DO WITH THEM. [] STATED HE CAN CONFIRM BY RECORDS HIS WHEREABOUTS ON NOVEMBER TWENTYFOUR, SEVENTYONE AND FEB. TWENTYTHREE, SEVENTYTWO, THE LATTER DATE BEING THE ONE ON WHICH THE PHOTO OF THE MAN IN THE KNIT CAP WAS MADE. THIS WILL BE DONE THROUGH RECORDS ON MONDAY, APRIL TWENTYFOUR.

DURING INTERVIEW WITH [] HE SUGGESTED THAT CONTACT BE MADE WITH DENISE KALETTE, A REPORTER FOR THE BREMERTON SUN. DENISE KALETTE, ONE EIGHT THREE THREE BAY STREET, PORT ORCHARD, WASHINGTON INTERVIEWED ON APRIL TWENTYTHREE, INSTANT AND ADVISED SHE HAD

END PAGE FOUR

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PAGE FIVE

SE 164-81

TALKED TO [] OF SEABECK, WASHINGTON, SEVERAL TIMES AS A
RESULT OF A "D. B. COOPER ADD" HE HAD PLACED IN THE NEWSPAPER IN
CONNECTION WITH A [] ACCORDING TO KALETTE,
[] SAID HE HAD TALKED TO A MAN WHOM HE BELIEVED TO BE THE
HIJACKER, RECOGNIZING HIS VOICE AS SOMEONE HE KNEW BEFORE AND HAD
DEALT WITH. [] TOLD HER HE HAD SEEN SOME TWENTY DOLLAR BILLS
WHICH HE INFERRED WERE FROM THE HIJACKING LOOT. [] ALSO TOLD HER
[] AND THAT THEY WERE
[] AND THAT HE, [] DROVE THEM AROUND AND SAID KARL
FLEMING OF NEWSWEEK MAGAZINE, WAS ONE OF THIS CREW. [] TOLD HER
HE WAS ORIGINALLY [] IN
CALIFORNIA IN WHICH KARL FLEMING WAS TO BE THE MANAGING EDITOR AND
WAS GOING TO DO THE FEATURE STORY ON THE HIJACKER IN THE FIRST EDI-
TION. SHE STATED SHE CALLED KARL FLEMING IN LOS ANGELES AND HE AT
FIRST DENIED EVER HEARING THIS STORY AND THEN SAID HE GOT A CALL
LATE ONE NIGHT BASED ON A WILD SUPPOSITION WHICH WAS SO
WILD HE DISREGARDED THE CALL. KALETTE TOLD HER MANAGING EDITOR
ABOUT [] AND, AFTER MAKING SOME INQUIRY, THEY DECIDED
NOT TO USE IT SINCE THEY DOUBTED HIS VERACITY.

END PAGE FIVE

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PAGE SIX

SE 164-81

A PHOTOGRAPH OF [REDACTED] AS WELL AS A PHOTOGRAPH OF THE UNSUB IN THE BLACK AND WHITE KNIT CAP WILL BE FORWARDED TO NEW YORK BY AIR COURIER TODAY. IF FLEMING IS INTERVIEWED THESE PHOTOGRAPHS SHOULD BE EXHIBITED TO HIM TO DETERMINE IF [REDACTED] IS [REDACTED] AND ANY INFORMATION HE CAN FURNISH ON UNSUB IN KNIT CAP.

NEW YORK ALSO SHOULD SHOW TO FLEMING THE PHOTOGRAPH OF THE MAN STANDING IN THE STREET AS ORIGINALLY FURNISHED BY THE NEW YORK OFFICE TO THE BUREAU TO SEE IF HE CAN IDENTIFY THE PERSON PHOTOGRAPHED.

NEW YORK WILL BE ADVISED SUBSEQUENTLY OF FLIGHT SCHEDULES.

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NR006 SE PLAIN

6:56 PM URGENT 4/23/72 DCA

TO LOS ANGELES

FROM SEATTLE (164-81) 1P

NORJAK

REMYTEL APRIL TWENTYTHREE INSTANT.

PHOTOGRAPHS OF [REDACTED] PLACED ON WESTERN AIRLINES

FLIGHT NUMBER SIX THREE NINE IN POSSESSION [REDACTED]

[REDACTED] TO ARRIVE LOS ANGELES INTERNATIONAL AIRPORT EIGHT PM
TONIGHT, DEPARTING SEATTLE FIVE FIFTYFIVE PM.

LOS ANGELES AGENT IS TO CONTACT [REDACTED] ON FLIGHT LINE AT
ARRIVAL OF FLIGHT NUMBER SIX THREE NINE TO OBTAIN PHOTOS, WHICH
ARE IN BROWN ENVELOPE ADDRESSED TO LOS ANGELES OFFICE.

E N D

JJS FBI LOS ANGELS

CLR

DB COOPER-50451 [REDACTED]

164-81-2843

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005
FBI

Date: 4/23/72

Transmit the following in PLAINTEXT
(Type in plaintext or code)Via TELETYPE URGENT
(Priority)

TO: SAC, NEW YORK
FROM: SAC, SEATTLE (164-81)
NORJAK

RE SEATTLE TELETYPE TO BUREAU, NEW YORK AND LOS ANGELES
APRIL TWENTYTHREE INSTANT.

PHOTOGRAPHS OF [] AND UNSUB IN CAP PLACED ON NORTHWEST
AIRLINES FLIGHT NUMBER TWO FOUR DEPARTING SEATTLE FIVE FIFTY PM,
SEATTLE TIME, TO ARRIVE KENNEDY AIRPORT, NEW YORK, SIX FORTY-
SEVEN AM, APRIL TWENTYFOUR, NEW YORK TIME.

PHOTOS IN BROWN ENVELOPE ADDRESSED TO NEW YORK OFFICE,
WILL BE IN POSSESSION OF PILOT, AGENT SHOULD MEET FLIGHT ON
FLIGHT LINE AT ARRIVAL OF AIRCRAFT TO OBTAIN PHOTOGRAPHS TO BE
USED IN INTERVIEW OF FLEMING.

WTH/dca
(1)

Seattle copy only: SA [] FBI N.Y., telephonically
advised of above at 5:25 PM, 4/23/72, by SA []

Approved: JEM/dca
Special Agent in Charge

Sent 6:38 PM Per Dca

NR003 SE PLAIN

351 PM NITEL 4/23/72 FEE

TO DIRECTOR (164-2111)

FROM SEATTLE (164-81) 1P

NORJAK.

RE [REDACTED] - SOURCE.

MINNEAPOLIS ADVISED ON APRIL TWENTY-THREE, SEVENTY-TWO, REFERENCED PHOTOGRAPHS OF UNIDENTIFIED SUSPECT, ALSO KNOWN AS D.B. COOPER, FURNISHED WFO AND MINNEAPOLIS BY BUREAU APRIL TWENTY-ONE, LAST, AND APRIL TWENTY-TWO LAST.

ON APRIL TWENTY-ONE, SEVENTY-TWO, NWA STEWARDESSES [REDACTED]

[REDACTED] VIEWED PHOTO OF SUSPECT WEARING MULTI-COLORED CAP.

[REDACTED] POSITIVELY ADVISED NOT IDENTICAL, [REDACTED] REQUESTED TO VIEW ADDITIONAL PHOTOS. ON APRIL TWENTY-TWO, LARGE PHOTO OF SUSPECT WEARING NO HAT DISPLAYED TO BOTH STEWARDESSES. BOTH ADVISED NOT IDENTICAL WITH UNSUB.

PORTLAND ADVISED, APRIL TWENTY-THREE, INSTANT THAT PHOTO OF UNSUB, SECOND PHOTO OF SUSPECT WEARING NO HAT DISPLAYED TO [REDACTED]

[REDACTED] MADE NO IDENTIFICATION. [REDACTED] STATED THAT PHOTO RESEMBLED UNSUB MORE THAN OTHER PHOTOS HE HAD VIEWED OF SUSPECTS BUT COULD MAKE NO POSITIVE IDENTIFICATION. [REDACTED] SELECTED PHOTO AS AVING RESEMBLENCE TO UNSUB, BUT MAKING NO IDENTIFICATION.

END

MRF FBI WA DC

DB COOPER-50453 [REDACTED]

164-81-2847

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